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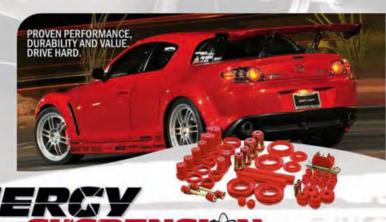
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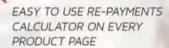


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INTRO



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his month is quite a significant one for me. They say you should never meet your heroes because you will only be disappointed when they don't live up to your expectations. For me that couldn't be further from the truth. This month I met one of mine and it proved to be everything I hoped and dreamed it would be.

The Honda NSX has always been my automotive icon. While others longed for Ferraris and Lambos, for me it's always been the NSX and at the age of 32, I finally had the opportunity to drive one. I'd arranged to shoot Torque GT's stunning NSX Type R, and to fully appreciate what makes this car so special, I wanted to compare it to a stock UK NA1 and a last-of-the-line NA2. Honda UK was kind enough to lend me its Imola orange NA2 for a week so to make the most of the opportunity, I travelled to the Welsh countryside for a play. What a machine! The suppleness of the chassis makes it the perfect plaything. Every single bump and undulation is absorbed and dispatched with minimal effort but I quickly learned the NSX isn't as forgiving as the world made out. You need to get your inputs done and the car settled before attacking corners, but the rewards are like nothing else I've ever experienced. You can check out a full video review of my time in the NSX on our YouTube channel (www.youtube.com/banzaimag) but you can read all about the Type R over on p90.

The main reason this issue is so significant for me though is that it's my last as editor of *Banzai* magazine. I'm leaving to start my own automotive PR and marketing agency, Tuning Media (www.tuning.media), which is quite a change after 12 years in motor journalism! I'd like to thank all of you readers for your continued support and inspiration. It's been your project cars that have made working on *Banzai* so special. I need to say a huge thanks to all of the companies, advertisers and contributors that I've worked with over the years too. I've made some great friends within the industry and our paths will no doubt continue to cross as it's specialists like you that I'll be working with from here on in. It's been an absolute pleasure.

Finally, I'd like to express my appreciation to the team at *Banzai* and by extension, everyone on our sister titles too. This publishing house has been a huge part of my adult life and I can't thank everyone enough for helping make my time here so incredible and for ensuring *Banzai* continues to be the best-selling Japanese tuning magazine in the UK. Simon Holmes will be taking the reigns from the next issue. He has been around the tuning industry for years, working on numerous leading specialist car mags, so he'll do a great job as editor. Alongside Sam, *Banzai* is in good hands...

Andy Basoo, Editor







COVER: Toyota Supra by Stephen Hall

EDITOR: Andy Basoo FEATURES WRITER: Sam Preston

ADVERTISEMENT SALES: David Lerpiniere (01732 445325 or david@talkmediasales.co.uk)

SUB EDITORS: Christian Shelton, Rachael Harper SENIOR DESIGNER: Aaron Batson DESIGNERS: Dave Powney, Alex Sowa RETOUCHER: Laurence Green PRODUCTION MANAGER: Jo Claydon-Smith REPROGRAPHIC CONTROLLER: Marion Jenkins FINANCIAL DIRECTOR: Helen Lawson CONTRIBUTORS: Daniel Bevis, Kevin Raekelboom, Daniel Patch, Matt Woods, Dave Powney, Gary Hawkins, Simon Holmes, Fred Wonnacott, Stephen Hall, Iain Struthers

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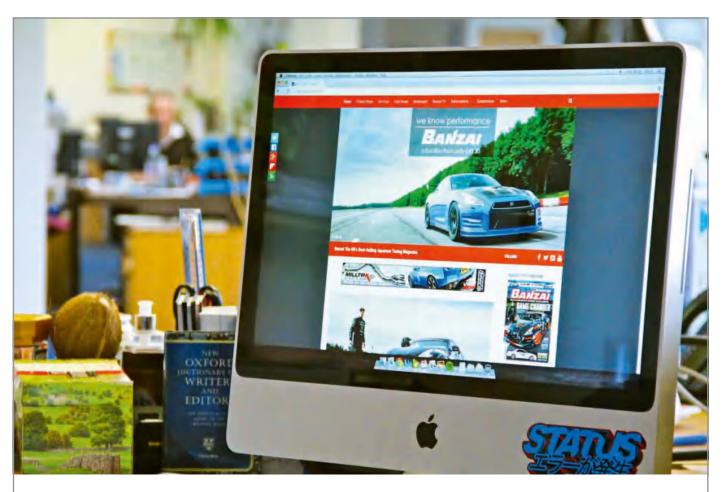
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WE'VE GOT A NEW WEBSITE

Here at *Banzai* Towers, we love shiny new things. Whether it's the arrival of a brandnew sports car to test, or even something as simple as the release of a new flavour of crisps, it's always good to keep things fresh. That's why we're so pleased to tell you that our old website has now been replaced with the latest cutting-edge

design! If you go over to www.banzaimagazine.com, you'll hopefully be blown away with the more attractive looking, feature-packed site which does a much better job of complementing the print issue of the magazine.

We're aiming to spend the next few months cramming the site full of the best

Japanese car news, features, event reports and videos. It's also the place for you to buy print and digital issues, download your monthly desktop wallpaper calendar, and enter our latest competitions.

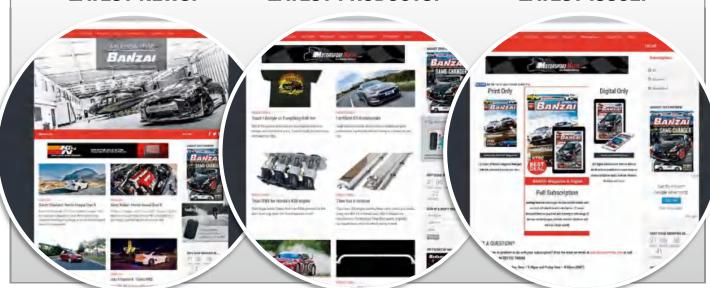
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LATEST NEWS!

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WHAT'S NEW FROM STATUS ERROR?

We probably don't need to introduce you to Scottish-based merchandise company Status Error – the super-cool brand responsible for the awesome green skull mascot seen on some of the coolest modified cars around in the form of stickers and air fresheners.

What you may not know, however, is that the team has been busy creating a fresh new line of clothing and accessories for 2015 with an all-new logo, this time incorporating Japanese for the ultimate JDM flavour. We think it looks best on a black T-shirt as seen here.

You better get used to seeing this logo dotted around at car shows as just like the brand's previous offerings, this one is certain to spread like wildfire around the scene! Hit up the website to see which accessories would most suit you and your car.

PRICE: From £0.30 for stickers (T-shirt pictured £14.99)

CONTACT: www.statuserror.co.uk



THE KEY TO WHEEL APPRECIATION

We're sure we're not the only ones who have to carry around loads of keys all the time... there's just so many of the little blighters. If only there was a way to keep them all together so you can't lose any whilst showing your friends just how into cars and top-quality wheels you are...

Well, luckily, that's exactly what Wheel Whores has created in the form of its brand new line of keyrings, as part of its 'Wheels Maketh The Car' range!

They're made from metal in England, look the absolute business and are available in black/chrome and white/copper finishes. Never lose your keys again!

PRICE: £7.95

CONTACT: www.wheel-whores.com





It didn't take long for UK-based silicone hose specialist Samco to start bringing out products for the latest Impreza, as it has just released details of a new coolant hose kit. There are three direct replacement hoses in the kit and they are available in 19 different colours to suit just about every taste. A separate hose clip kit is also advised at £9.84. See Subaru specialist Roger Clark Motorsport for details of how to order yourself a set.

PRICE: £84.50

CONTACT: www.rogerclarkmotorsport.co.uk



JDM SAFETY HANDLE RINGS

Here's a little slice of JDM culture that you're not going to want to miss out on! Back in generations gone, the hanging support handles on Japanese trains, known as tsurikawas (safety handles) were often stolen by young bosozoku gang members and proudly attached to modified motorbikes and cars to display the members' disrespect for authority.

The tsurikawas promptly became the symbol of a reckless youth culture, and remain a popular modification trend amongst Japanese car enthusiasts to this very day. Direct from Japan, JDM Tsurikawa offers replicas of these safety handles designed specially to be used as car accessories.

The replicas of these safety handles come in a wide range of colours and shapes, direct from Japan! Available in the standard circular shape alongside heart-shaped beauties, we can't think of a more fantastic way of finishing off your JDM car build!

Although shipped over from Japan, postage is free, and the items themselves aren't going to break your bank, either. Win!

PRICE: From £12.18 (approx)
CONTACT: www.jdmtsurikawa.com



FINISHING TOUCHES TO YOUR BAY

If you're looking to add some special finishing touches to your engine bay, the guys from Ratsport should be the first people to approach. With an endless amount of performance parts for all sorts of cars (old and new) in stock, it's easy to get a bit lost on Ratsport's vast website.

Our pick of the bunch for under-the-bonnet enhancements has to contain the Thermoshield universal heat shield sleeve, Japanese stainless steel radiator cap and chrome oil filler.

The Thermoshield heat shield sleeve is available in a number of different lengths, and is designed to protect wires, hoses and cables from temperature exposures of up to 2000°F! This could potentially assist in keeping some heavily tweaked engines on the road or track for much longer without something going bang...

Next up, the gorgeous Japanese-style polished stainless steel radiator caps are certain to add a little bit of retro goodness to any bay. Available in both 0.9bar and 1.1bar tolerances, these 32mm threaded gems should fit a large number of older Japanese cars.

A similar level of bling can be obtained from the sturdy looking chrome oil filler cap. With a 32mm thread, it should fit most Hondas, Nissans, and a large number of other cars like a glove.





TOYOBARU GETS BORLA BURBLE

From an engineering perspective, the benefits of horizontally opposed engines include compact proportions, vibration cancelling architecture, and a low centre of gravity. But from an enthusiast's point of view, however, the key feature of a boxer engine has always been that off-beat burbling noise that sets these cars apart from the rest!

When the Toyobaru coupés were released, then, the world was expecting more of that familiar grumble we're used to coming from the twin exhausts. Sadly, standard cars produce little more than a purr, merely hinting that there's a special flat-four up front. Thankfully, Tarmac Sportz is aiming to put a stop to this by now distributing the new Borla stainless steel exhaust manifold for the GT86/BRZ.

Key to the aural magic is CNC-machined and mandrel-bent exhaust runners, engineered to be different lengths to ensure exhaust gas pulses arrive at the collector at different times to give that off-beat burble through the rest of the exhaust system. Clever stuff!

Of course, the straight-through system promises to offer improved power and torque throughout the rev range – which is sure to be warmly welcomed by any Toyobaru owner.

PRICE: £595

CONTACT: www.tarmacsportz.co.uk



NEW MX-5 WINS DESIGN AWARD MX5

It may not have even been released yet, but this hasn't stopped the highly-anticipated fourth generation Mazda MX-5 from winning a Red Dot: Best of the Best design award during the Red Dot product design competition in Germany recently. In total, 38 international design experts judged over 4000 new products across several industries, eventually rewarding just 1.6% of these with the fabled 'Best of the Best' title.

"The MX-5 has always been about creating smiles, and design is a key part of its success," Mazda's European design director, Kevin Rice, commented. "Balancing tradition and progress, the new model was an exercise in knowing what to change and what not to. And I believe every inch of this car radiates life, movement and the promise of fun behind the wheel."

You may have now already had the chance to check out one of the stunning new MX-5s in the flesh at a show, and we're set to head up to Scotland soon to give the new roadster a proper thrashing around the highlands. We'll of course keep you updated as to how we aet on...

CONTACT: www.mazda.co.uk



GLYMMER OF HOPE

Autoglym's latest shampoo is an excellent addition to your arsenal in the fight against grime. The shampoo has a rich, foaming, PH-neutral formulation that allows it to quickly break down dirt and contaminants from paintwork without stripping existing wax layers. And it smells nice too, because that's now a thing, apparently...

£5.99 for 500ml and £7.99 for a litre



VHEELS

OZ LEGGERA HLT

SIZES: 17-20", various widths and PCDs

NOTES: Five-spoke, TÜV-approved and now available in gloss black. These use side-cut and under-cut technology for ultimate road and track performance.

PRICE: POA

CONTACT: www.ozracing.com

ISPIRI CSR1D

SIZES: 8.5-9.5x18"

NOTES: Cast directional rim with tonnes of retro Group B inspiration. More sizes and fitments available very soon!

PRICE: TBC

CONTACT: www.ispiriwheels.com



SIZES: Various

NOTES: Part of a new line from the Californian brand aimed at the stance and drift tuner market. The cast CP25 features a machined lip. Sure to be a big hit.

PRICE: POA

CONTACT: www.circuitperformance.com

DAMPFHAMMER **APFELSTRUDEL**

SIZES: 17-22", custom widths,

PCDs and offsets

NOTES: Left-field Canadian brand Dampfhammer's latest line of slightly eccentric three-piece splits. Hot and fresh out of the kitchen here we have the Apfelstrudel - or 'apple strudel' in English - and there's no doubting why after checking out the crazy latticed design!

PRICE: POA

CONTACT: www.dampfhammer.ca







COVER ALL BASES

Titan Motorsports' carbon fibre kit for the engine bays of 2JZpowered '93-'98 Supras makes sense on many levels. Not only does it shave weight off your car, but it also keeps everything in place and protected under the bonnet. The bits also look fantastic when adorning the boosted engine! Comprising a spark plug cover, air diversion panel, fuse box cover and lower timing cover, all made from top-notch carbon fibre, you're bound to turn heads when popping your hoods with this kit. The parts are also available individually.

PRICE: £762.63 (approx) **CONTACT:** www.titanmotorsports.com







HONDA'S HR-V RETURNS

We get behind the wheel of the HR-V to see if it's up to taking on Nissan's Qashqai...

t may not be the most high-profile or even the most exciting model Honda has unveiled this year but the Japanese car manufacturer says the HR-V launch is the most important. Why? Well, it's because with the HR-V Honda is entering a new market. Many would state Honda actually started the SUV market with the first generation HR-V way back in 1999 but, in truth, the model was ahead of its time and motorists (in the UK at least) just weren't ready for the crossover.

So where does the new HR-V fit in? Externally it's smaller than Nissan's Qashqai and bigger than a Juke, but in terms of cabin space, it's superior to both. Honda's clever engineers have once again maximised space with 'magic seats', which lay flat, resulting in a gigantic 1533-litre boot capacity. You can even fold the bases back to allow room for tall luggage behind the front seats (see pic).

And with the rear seats back down in their passenger friendly format, there's ample room for two adults and maybe a young one in the back, too. Headroom isn't vast but is certainly satisfactory, so unless you're well over six foot it's a very pleasant place to be.

One thing we really need to highlight before discussing performance is quality. The cabin of the HR-V is a real step forward for Honda with

plenty of piano black and soft touch surfaces to enjoy. Honda lists the HR-V as having a 'smart touch' interior and we can certainly see why. The Android-based CONNECT infotainment system with its 7" touch display is smartly integrated, unlike in some other models where the Garmin-equipped unit appears more aftermarket than OEM. Below the big screen is another touch panel, this time for climate controls. It's all very cohesive and easy to use.

Two engine options are available. Honda is particularly proud of the 130hp 1.5-litre i-VTEC petrol arrangement, primarily because you can specify an advanced CVT automatic transmission. The gearbox features 'multigear' feel, which is designed to simulate a manual seven-speed setup, but while it helps, it still hums and whirs like most CVTs out there. Where it does score highly is with its Early Downshift During Braking (EDDB) and Fast Off features. The EDDB downshifts early when under braking, when travelling downhill or cornering, helping you remain in maximum control. The Fast Off system keeps the revs high when you're looking to overtake. This reduces hesitation as you'll already be in the correct gear to make the move work safely.

All of that said we'd still opt for the 1.6-litre i-DTEC diesel offering, which comes with a

CONTACT www.honda.co.uk

six-speed manual transmission only. Despite being 10hp down (120hp) on the petrol model, it possesses almost twice the torque (221lb ft over 114lb ft), making the diesel significantly more engaging to drive. Neither set the world alight but with the diesel you never feel like you're lacking grunt.

The HR-V's chassis is based on the new Jazz platform and, as such, is lightweight and very stiff. So while the driving position is notably higher than a traditional road car, in terms of handling response Honda's crossover is very similar. It's genuinely rewarding to drive and with the designers working to a 'coupé meets MPV' philosophy the HR-V's sleek exterior is more appealing than many of its market rivals. In fact, Honda will be offering numerous customisation options to help you individualise your HR-V. The pick of the bunch is the Aero Pack, which beefs things up with more aggressive front and rear lips/diffusers and side steps.

So while the HR-V may not be the most exciting model launched by Honda this year, it's still going to appeal to many of you looking for new family and company vehicles. With OTR prices starting at just £17,995 and highly competitive PCP finance from just £149 a month, it's attractively priced too! **







SUBARU BRZ TS GETS SPRINKLING OF STI

A raft of upgrades focusing on the chassis rather than the engine on this Japanese market-only BRZ possibly hint at the future of STI.

CONTACT

www.subaru.co.uk

he guys behind Subaru Tecnica International (STI), Subaru's performance tuning arm, have been a very busy bunch lately. We've had the truly fantastic class win for the team's WRX STI race car back at the 24-hour Nürburgring race in May, based on the equally as impressive road car which blew us away when we tested it back in the May 2015 issue.

When we heard that STI had got its hands on the BRZ coupé, then, we became slightly weak at the knees at the thought of what could potentially be such an epic pairing of car and tuning house. The result (for now, at least) is this: the Subaru BRZ tS. 'tS', for those in the know, signifies that this is a car that has been tweaked by STI but isn't a full-blown STI in its own right. Think M Sport 3 Series rather than an M3.

That's not to say the changes aren't comprehensive, though. Slightly annoyingly for many, STI has focused on further improving the car's chassis rather than going for more power, aiming to achieve "agile handling performance evoking a racing car."

The tS itself, with its raft of genuinely impressive upgrades, will only be available at

this stage as a complete car in Japan. It applies to the rest of the world by acting as a demonstrator vehicle for STI's new range of performance parts, which are almost certainly set to be sold across the globe as upgrade options for current owners.

What parts does the tS come with, then? Well, we've now got 18-inch black wheels, under which sit some much more substantial Brembo brakes. Adding to the chassis upgrades comes an STI-tuned suspension system, comprising of impressive-looking uprated shocks and springs, along with additional strut bracing and larger diameter driveshafts.

Styling on the outside remains reserved, with 'STI' badges, some red highlights around the grille (seemingly compulsory on the hot versions of most cars nowadays) and a new front splitter adding to the aforementioned black alloys to distinguish the tS from the rest.

The interior receives a warmly-welcomed set of Recaro reclining bucket seats, along with swathes of STI-adorned Alcantara and leather in all the contact areas. A major step up here, then.

Seeing an STI-badged BRZ fills our minds with the exciting thoughts of a forced-induced version of that boxer engine sitting under the bonnet. So we're a little disappointed that the performance figures of the BRZ tS remain virtually identical to the car we're used to. Whether Subaru or Toyota eventually decide to make a faster version of this highly acclaimed sports car still remains to be seen... **







LEXUS ADDS BOOST TO IS AND RC RANGE

Brand-new 200t engine offers best performance of the IS line-up.

p until now, the mid-sized Lexus IS saloon has been available with two power options: the 2.5-litre V6 petrol IS 250 and the 2.5-litre, four-cylinder petrol hybrid IS 300h. Although both offer fairly similar performance, albeit carried

out in very different ways, Lexus has announced a third engine option for the IS – the new, boosted 2.0-litre four-pot we've already seen in the NX and RX models, labelled up as a 200t.

Confused yet? Stick with us. The IS 200t is likely to replace the tired V6 '250' trim level as





CONTACT

www.lexus.co.uk

the go-to 'sporty' option of the IS range, leaving the hybrid IS 300h to tick the 'smooth and economical' box nicely. And with a revolutionary boosted engine under the bonnet, the new IS 200t is of particular interest to us, offering hints to Lexus' sports car future and leaving a lot of potential for tuning.

Teamed with the 'Sport Direct Shift' gearbox (originally developed for the monstrous RC F), the brand-new engine offers up around 245hp, allowing the car to hit 62mph in seven seconds flat – over a second quicker than in the IS 300h. Fuel economy drops to around 40mpg (combined) as a result, though, compared to the car's frugal sibling's whopping 67.3mpg.

If you're into your performance, though, the drop in mpg is more than made up for with some of the cutting-edge tech that the new 200t engine incorporates. Stuff like a combined water-cooled cylinder head, four-to-two exhaust manifold, twin-scroll turbocharger and an air-to-liquid intercooler all feature in one of the brand's lightest engines to date. We can therefore imagine the tuning potential is huge if you're daring enough to jeopardise that warranty...

Just announced, too, is that the RC will be joining the turbocharged petrol revolution with the same running gear. Lexus is therefore the latest brand to invest in boosted, lower-capacity engines to propel them into the future. Who knows – perhaps we'll see the return of the IS F with a similar but more pumped up engine setup in the not-so-distant future... fingers crossed! **





NISSAN R35 GTR TUNING

Pro Alloy motorsport are one of the leading manufacturers of specialist alloy Radiators, Intercoolers and Fuel systems for the Motorsport industry, Our products are proudly hand crafted in the UK to exacting standards by craftsmen and technicians who have honed their skills from many years of intensive research development and fabrication. Pro Alloy has the solution to ensure your GTR R35 stays ahead of the competition.



R35 GTR INTERCOOLER KIT BY PRO ALLOY

Its always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit of and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

"Pro Spec" Intercooler Kit Most of the original boost pipe work and oem filters (or aftermarket) are retained - this kit is ideal for those not aiming for 4 figure BHP levels or for people who may have already invested in an aftermarket boost pipe and air filter set up. £1914 inc VAT

"Ultimate" Intercooler Kit Boost pipes, bespoke air filter pipes and filters, silicone hoses etc are supplied with this kit, but the big advantage of this set up is the configuration as we re-route the flow of the cooler making a much shorter and more responsive boost pipe run, we also re-site the air filters to grab more cold air from the front of the car and supply complete with 80mm MAF pipes, ideal for 4 figure BHP cars!.









Pro	o Spec Intercooler kit (Black or Silver)	£1914
1	Ultimate Intercooler kit (Black or Silver)	£3300
2	High performance alloy water radiator (Black or Silver)	£822
3	80mm Induction pipe Upgrade (Filters next to headlights) including ITG filters	£594
4	High capacity Alloy header tank (Black or Silver)	£392



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TTS PERFORMANCE ARE PLEASED TO ANNOUNCE THAT ALL ROTREX C38 SUPERCHARGER CONVERSIONS WILL NOW BE SUPPLIED WITH 'EXTREME USE' SUPERCHARGERS. THESE HAVE BEEN JOINTLY DEVELOPED BY ROTREX AND TTS PERFORMANCE.

HONDA ENGINES DEMAND A LOT FROM THE SUPERCHARGER, THEIR RATE OF ACCELERATION IS VERY RAPID THESE 'EXTREME USE' UNITS ARE MORE DURABLE UNDER THESE CONDITIONS, A STANDARD 2 YEAR WARRANTY STILL APPLIES.





PLEASE SEE OUR WEBSITE FOR FULL KIT LISTING AND PRICING (DEALER DISCOUNTS AVAILABLE) TTS-PERFORMANCE.CO.UK





HONDA CIVIC TYPE-R

Tel: 01327 858212 email: sales@tts-performance.co.uk HONDA S2000







WINNING!

It's that time again! We've had some excellent competitions running over the last few issues, which we think it's time to announce some winners for! So if you've been entering any, read on to see if you're one of the lucky ones...

In the March issue, the audio wizards from Vibe offered up a complete car audio system to one reader, worth around £760. That reader is Lee McGee, who will be receiving this fantastic

throughis

through
his door shortly.

On to the April issue, then, which saw us team up with rubber expert Toyo Tires to give one Japanese car owner a fresh set of sticky tyres for their ride. The winner here is Ryan Hextall, who has opted for some sensible 185/55/15 rubber for his Toyota Yaris. We

hope this helps transform the handling of your car!

Next up, the May issue gave one lucky reader the chance to choose up to £250 worth of Powerflex products from the company's vast range of performance bushes and accessories. We're pleased to announce that these goodies will be

going straight into Phillip Ball's basket, with his FD Mazda RX-7 sure to feel a whole lot better as a result.

In June, it was the turn of Fourdot Designer Numberplates to offer up some goodies to our lucky reader. This came in the form of three sets

of the company's famous road-legal customised numberplates for three different readers. Those walking away with the prizes this time are Paul Mellor, Garry Kenny and Steven Walker – congratulations guys!

Finally, the July issue saw us team up with Kilvision to offer one action fanatic the chance to win a HD action camera and car mount. Aaron Riches was the lucky one here, who will soon be able to record his track day antics in crystal clear quality. Enjoy!

If you'd like a chance of winning some top quality prizes, get on over to p20 right now to enter the fantastic competition to win some Foliatec goodies. Good luck!

RENDER WONDER

I saw in the April issue the write up on the 3D Tuning app. Here is my attempt at modifying the S14 Nissan Silvia – hope you like it! I love the magazine and would love to be mentioned in it... keep up the amazing work!

Mitchell Walker, via email



CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com W: www.banzaimagazine.com







BREATHING DIFFICULTIES

I was just wondering if you have ever done a performance air filter comparison at all for the Toyota Supra? I have 90% of your magazines but wouldn't know where to start or whether you've even ever done one. Please could you let me know? Thanks in advance!

Ash, via Facebook

We have done a bit of digging for you, Ash, and it seems you are indeed correct – although we have done air filter comparisons for many cars over the years, we have never actually covered the Supra! Because of this, we decided to give Paul from Garage Whifbitz (www.garagewhifbitz.co.uk) a quick buzz to ask him for his expert advice...

Paul reckons that if you are going to go for a replacement panel filter on your boosted Mk4 Supra in the standard air box, you can't go overly wrong with a K&N item. A lot of the guys on the forum seem to swear by this simple modification. You will probably be aware,



though, that the incorporation of an uprated front-mounted intercooler means that you are left with little choice but to go for a completely new air intake system.

Fear not, though, as Paul recommends the APEXi Power Intake Kit – which Garage Whifbitz always has in stock and has given proven performance gains.

We hope that this helps clarify your conundrum Ash, and we will try our very best to put a comprehensive Supra air filter test together in the near future!

For now, though, you may enjoy reading through our rather special Supra feature over on p74...



Foliatec Competition











ver fancied spraying or wrapping your car in your own garage, but have been put off by the cost or the complexity? Here's your answer: spray on film! And Foliatec – who is famous for its body wrapping films (as used on most German taxis) – has given one lucky reader the chance to win a complete spray on film system this month!

Spray on film is easier to use than sheet film, especially on complex curves like door mirror caps. You don't have to be an expert painter as it's far more forgiving than ordinary car paint, but if you do get into a mess, just let it dry and then peel it off to start again –

it's that simple! Foliatec is also giving away 10 litres of ready-to-use spray film in a colour of your choice; enough for an average car plus some extra to practice with or for retouching.

Along with the paint and thinners (for cleaning the gun) you'll get a Wagner spray unit with an encapsulated and self-contained electric turbine, a long 12m air hose (to give you plenty of room to manoeuvre round your vehicle), and a unique large aperture spray gun. The spray gun has been specially designed for Foliatec spray film which is thicker than usual automotive paint, so as to give quicker coverage with less runs.

There's a choice of several colours, all with

great opacity: choose from classic black or white matt, along with extravagant matt metallic shades of gunmetal grey, frozen blue, racing red and mustard green.

The Foliatec spray film also protects a car's bodywork – if the spray film gets marked, just peel it off and respray the panel. It will provide a protective barrier against the likes of rust, squashed insects, bird droppings and even supermarket trollies! The kit also includes panel preparation wipes and full instructions.

To enter, simply answer the question below. And whilst you're waiting to see if you've won, go to www.foliatec.co.uk to see what else this fantastic company can do for you **

ENTER HERE

HOW TO ENTER

Banzai has teamed up with Foliatec to offer one lucky reader the chance to win a car body spray film kit. For your chance to win this fantastic prize, all you need to do is answer the question below.

Q: What is the standard colour for taxis in Germany?

(a) Pink

(b) Beige

(c) Lime green

Once you've found the answer, send it over to banzai@unity-media.com with 'Foliatec Competition' as the subject line.







ҮОКОНАМА

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		_		
	Akrapovic	Mongoose	Milltek	Scorpion
HONDA	•			
Civic 2.0 Type R (EP3)		£424.12		£387.02
Civic 2.0 Type R (FN2)	-		£619.73	£555.48
Intergra 1.8 Type R (D		£375.35		
MAZĎA	,			
RX8 1.3				£526.20
NISSAN				
350Z		£688.32	£898.51	£449.10
370Z	£1488.20		£1142.22	£636.82
GTR	£3685.04	-	£1234.69	£1439.10
MITSUBISHI				
Lancer Evo 7.8.9		£382.40	£498.47	£467.71
Lancer Evo 10	£2741.34	£642.30	£743.50	£722.92
SUBARU				
Impreza (01-07) WRX	-	£451.93	£332.36	£363.12
Impreza (01-07) STi		£451.93	£708.30	
BRZ			£689.27	
ΤΠΥΠΤΔ				



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uspension						
	Honda	Mitsubishi	Nissan	Nissan	Subaru j	Toyota
Ci	ivic Type R FN2	Evo 10	Skyline R34	GTR 35	Impreza 07-	GT86
ach Lowering Springs	£178.00	£291.60		£398.26	£343.82	£240.00
ach Suspension Enhancemen	t Kit -	-	-	-	-	£413.47
/ Coilovers	£964.00	£1650.00	-	£2731.00	£1008.00	£950.00
nlins Coilovers	-	£2199.00	£2369.00	-	-	-
n Springs	£144.00	£168.00	£180.00	-	£132.00	£156.00
n Street Flex Coilovers	£936.00	£840.00	£732.00	-	-	£840.00
Coilovers	£645.00	-	-	-	£995.00	£645.00
niteline Anti Roll Bar Front	£177.46	£177.46	-	£325.14	£156.79	£177.47
niteline Anti Roll Bar Rear	£214.42	£167.50	£139.58	£177.47	£153.45	£177.46

195/50/15

Toyo T-1R SIZES

75 195/50/15 195/50/15 205/45/17 225/40/18



		Elements	Elements
	HONDA		
	Civic Type-R (EP3)	£47.99	£48.29
	Civic Type-R (FN2)	£44.39	-
	MAZDÁ		
	MX5 1.6 16v	£38.39	£45.97
	MX5 1.8	£39.59	£45.97
	RX8	£46.79	£70.62
•	MITSUBISHI	140.79	170.02
	Lancer Evo VII/VIII	£6E 00	£60.00
	Lancer Evo X	£43.19	£73.51
-		143.19	E/3.31
-	NISSAN		
20	350Z	£49.19	£51.18
-	370Z	£49.19	-
•	GTR	£89.99	-
•	SUBARU		
	Impreza 07-	£40.79	£77.06
	TOYOTA		
	GT86	£40.79	£48.28



Brake Pads

	Honaa	Mitsubishi	Nissan	Nissan	Nissan	Subaru	Ioyota
	Civic Type R FN2		350Z	Skyline R34	GTR 35	Impreza 07-	GT86
EBC Redstuff Front Pads	£82.24	£122.69	£84.98			£75.61	-
EBC Yellow Front Pads	£85.99	£157.32	£87.36	£106.81	£113.24	£89.35	£73.99
EBC Redstuff Rear Pads	£51.13	£88.67	£60.30	£60.31	-	£43.45	-
EBC Yellowstuff Rear Pads	£69.94	£131.20	£68.27	£68.27	£153.68	£50.63	£50.74
Tarox Strada Fast Road Front	Pads £94.80		£78.00	£78.00	-	£118.80	£106.80

Brake Discs

londa	Mitsubishi	Nissan	Nissan	Subaru	Toyota
R FN2	Evo 10	Skyline R34	GTR 35	Impreza 07-	GT86
G SOON		£450.76	-	£153.89	£151.52
G SOON	-	£440.84	-	£126.61	£173.70
G SOON	-	£403.43	-	£140.68	£124.48
84.87	-	£447.43	-	£149.48	£156.42
32.43	CALL	£297.72	CALL	£326.41	-
98.89	CALL	£198.41	CALL	£244.02	-
6.00	£896.40	£550.80	-	£294.00	£234.00
	R FN2 G SOON G S	R FN2 Evo 10 3 500N - 3 500N - 3 500N - 3 500N - 3 44.87 - 32.43 CALL 18.89 CALL	R FN2 Evo 10 Skyline R34 5500N - £450.76 5500N - £440.84 6500N - £440.84 84.87 - £447.43 82.43 CALL £198.41	RFN2 Evo 10 Skyline R34 GTR 35 5300N - £450.76 5300N - £440.84 - £440.84 - £440.83 14.87 - £447.43 12.43 CALL £297.72 CALL £8.89 CALL £198.41 CALL	K FN2 Evo 10 Skyline R34 GTR 35 Imprezo 07- 5500N - £450.76 - £153.89 5500N - £440.84 - £126.61 500N - £403.43 - £140.68 44.87 - £447.43 - £149.48 42.43 CALL £297.72 CALL £326.41 88.89 CALL £198.41 CALL £244.02

Big Brake Conversions

	Honda	Mitsubishi	Nissan	Nissan	Subaru	Toyota
	Civic Type R FN2	Evo 10	Skyline R34	GTR 35	Impreza 07-	ĠT86
AP Racing Kit		£1291.89	£2729.56	CALL	£2303.61	£2347.05
Brembo Gran Turismo Kit	-		£3182.40	-	£3182.40	-
Tarox Kit	£1318.80		£1649.00			£1318.80

























Spotlight:

ANDY NAPIER

We take time out with RA Motorsport's Andy Napier to talk motorsport, GT86s and, of course, the Subaru tuning market...





Hi Andy, it's good to catch up with you. For those who don't know, how did RA Motorsport get started?

Hi, both Richard (my business partner) and myself have been in the tuning industry for the last 20 years working for one tuner or another but in 2009 we decided to take the plunge and start RA Motorsport. Richard's background is in bodywork and mine is in the mechanical and tuning side of things.

Were you into Subarus before starting RA? Yeah I've been daft about Subaru since 1995. My dad worked for Subaru at that time and would always let me have a go of his demo car at the time. I bought my first Impreza in 1998 and have never looked back.

We hear RA Motorsport is in the middle of expanding and building new premises? How is the build coming along and what will the new premises mean for customers? We are going through some big changes here at RA currently, installing a four-wheel drive dyno cell and a new four-wheel alignment centre which all going to plan will be up and running over the next few weeks. It's a big investment and a lot of work to be honest but I'm sure it will be worth it.

So will RA be tuning more performance models other than Subarus?

We actually work on all performance cars although it's not common knowledge. Subarus are our main chosen manufacture but we can turn our hands to anything. We have just finished a VW Mk5 R32 turbo converted Golf which had some surprising results! We have also just invested in new equipment allowing us to map the majority of European cars which is proving popular.

The mapping legend that is Andy Forrest tunes a lot of RA cars. How did that collaboration come about?

Andy Forrest is a long term friend and fellow Subaru enthusiast, he is the only mapper we would use on our Subarus. I have been building and mapping Subarus using Andy Forrest for near 15 years now. Mr Forrest will map approximately ten cars a month for us here in Perth and on certain occasions we will trailer the car though to his own premises in Port Seaton. What he doesn't know about Subaru mapping is not worth knowing.

Does that make it awkward when you're competing against Andy in championships like Super Lap Scotland (SLS)?

Haha not at all! We help each other out regardless. He had a turbo failure in the last event before the qualifiers but I raced back to Perth and retrieved another turbo for him, he went out to take first in both qualifiers and the final putting us in second. Yeah it would have been nice to take the first place for a change but he would do the same for us... I think!

How does SLS compare to Time Attack?

I have to be careful what I say here so as not rock the boat *but* all you have to do is to look at the times and points tables on the SLS website to see how close the times are between the drivers. It's only tenths splitting the top runners in each class making it a very competitive event. We had 55 cars on track in the last event which is a lot larger than TA already and it's still growing. The power-to-weight classes are what make the event fair to everybody with little or no complaints from anyone. I really enjoyed Time Attack throughout the years but dropping Knockhill from the calendar was the final straw for us I'm afraid.

How has your Impreza evolved since last season and what are you hoping to achieve with it this year?

Our car was never meant to be the car it is, it was only supposed to be a 350bhp track toy for myself and Richard but it has evolved a lot since then. We are currently rebuilding the car for the last SLS event and going bigger and better with it but I will release a full spec closer to the time. We are still happily running the Samsonas sequential gear box which has been flawless to be honest and never been out of the car... touch wood... but the engine and sump system are all getting changed.

What do you think of the latest WRX STI? I do like the car but it has the same 2.5-litre engine which is know for its issues. We are contemplating buying one but have also been looking at the new Civic Type R.

With the new Civic Type R being turbocharged, over 300bhp and costing £30,000, do you think it will impact WRX STI sales?

As mentioned, we have been looking at the Civic but I don't think it will affect the Subaru sales. There have always been other cars out there threatening the Subaru, like the Golf R, Focus RS, Evos and M3s but these guys are loyal the majority of the time to their chosen manufacturer. It would be boring if we all just had the same cars. There will always be the Subaru/Mitsubishi/Honda/Ford battles.

Back in the March 2015 issue we featured your wide-arch GT86. Being known as a Subaru specialist, what made you build a Toyota? As mentioned in that particular feature back then, Subaru was pulling the plug on the Impreza so we had to future-proof the business and had chosen the GT86 to do so. As it turned out, Subaru then decide to relaunch the Impreza *after* we had ploughed time and money into the project. We do like the GT86 though.

Have you had many GT86/BRZ customers since building that car?

We have had a good few into the garage and bodyshop but I feel we will get a lot more when the price start coming down in the second hand market allowing petrol heads to spend on the cars.

Why do you think the GT86/BRZ hasn't really taken off in this country like it has in other countries?

Other countries have had them for a lot longer than we have for a start, but working off previous modifying phases over the years we are normally a few years behind the Jap and USA trends so it is coming.

Can you see the market picking up?

Yeah for sure, I can definitely see the track car or weekend-only car getting a lot more popular due to fuel and insurance costs. The market has been up and down like a yo-yo for the last ten or so years I so can't really see it changing too much but there will always be car enthusiasts building cars.

How do you think the UK's Subaru tuning scene compares to others around the world?

I think the UK tuning scene is on par if not better than the others around the world. The UK has some of the best examples out there: the SVA Evo 6, Andy Forrest's Impreza and the Gobstopper to name but a few. The pedigree of builds improve year-to-year in the UK and we are just happy to be a part of it.

How can you see Subaru tuning progressing in the future?

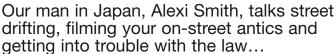
Subaru tuning in the UK is jumping leaps and bounds with advances in engine, suspension and ECU technology, with the Syvecs ECU, and GPS electronic adjustable suspension to name just a couple. It's growing so fast it is hard to keep up – everything is improving at a remarkable rate.

Have you got any new builds, parts or services on the way that we should look out for?

We have a few cars getting built just now which I'm sure will grace the pages of *Banzai* in the next few months.

RISING SON





he first rule of drifting is, you do not talk about drifting. It's a shame that the sort of content that gets the most interest is often the kind that could possibly get someone in trouble. This is the part of the column where I say that drifting should only be done at sanctioned events at proper circuits, that I have a yearly pass to Ebisu Circuit that I use regularly, and I encourage you all to keep safe. With that said, at least half the emails I receive ask where one would be able to watch street drifting on a visit to Tokyo, and it's easy to understand why. Risky driving in a gritty urban environment with shady people that most normal members of society stay well away from...

I was out looking for an interesting place to take some static photos of my Mark II in one of these places one time, when I took an odd turn around the back some sort of petrochemical plant. I came across a big parked row of gaisensha – blacked-out wagons and trucks painted with the wartime 'sunburst' flag and nationalistic slogans and fitted with enormous loudspeakers. These are driven by Japanese ultra-nationalists known as uyoku dantai. These guys are known for having some affiliations with the yakuza, so I made a fairly hasty departure from that particular place.

Usually, I decline answering questions about where to see street drifting, however I received one interesting message a while ago from a Sky 1 TV show called 50 Ways to Kill Your Mammy. They were interested in seeing the 'underground' car tuning scene in Tokyo. Long before the actual shoot, I met up with them on their scouting trip in Tokyo at the Ninja Akasaka, a ninja-themed restaurant where the staff do ninja-themed magic tricks and you're led to your room via a series of dark passages and hidden doors. Despite sounding a bit cheesy, the whole place is rather hilarious, and their spatchcock quail was one of the tastiest I've ever had.

Well, the producer was after the whole Tokyo Drift thing which, of course, involves drifting around multi-level parking lots and model-thin girls in miniskirts and suspenders and too much eye makeup, polishing intercooler pipes. They were not too surprised when I told them that was more of a Hollywood thing, so I tried to steer them in the right direction. There was a lovely event on at Nikko Circuit that fit their schedule. Lots of people had entered it and I knew the organiser and some others attending would be more than happy to do some really close drifting for the camera and take the show's stars for a ride. Well apparently that's not really what they had in mind. I suggested going to Ebisu Circuit where we could use the tracks at night and get some professional drivers to drift really close together. We could even use the Touge Course, which looks just as good. 'Yeah, that sounds okay but it's a bit far from Tokyo,' came the response. Well, what else was I to do?

When it comes to sketchy antics on video many Japanese tuners, like Smokey Nagata from Top Secret for example, built a fair proportion of their reputations within the grey area, aided by media that was more than happy to point a camera in their direction. There was a well-known case from about 20 years ago of a Japanese Ferrari F40 owner doing a freeway top speed run that he filmed and sold on a VHS tape by mail order. Eventually, a copy of the tape ended up in the hands of the police, and you can probably guess the rest.

These days, though, the internet means anyone can easily and immediately view content from anywhere in the world, and that includes the local Japanese authorities, so care needs to be taken when showing this kind of content. There's a video on YouTube made by a certain action camera company to promote their new 4K-capable cameras, which involves an infamous gang of Lamborghinis in Tokyo that look like rolling fruit machines, with strobe lights,

holographic vinyl and fake diamonds. Well, there's a shot in there that involves a car driving along an easily identifiable part of expressway with its scissor-door fully extended and a seatbeltless driver. Apparently, words were had from the authorities, which resulted in that video being geo-blocked from viewers in Japan. I believe it's still viewable in other countries though. There were also problems with another shot in the same film from a drone that flew up and above Tokyo Tower. While the drone altitude limit in Japan is 820ft, Tokyo Tower is a bit over 1000ft. More than once, I've had to pull a video from my YouTube channel or photo from my website after receiving a call or message from someone who was in it, despite taking care with the editing. Just the other day, a chap involved in a bosozoku cruise video I uploaded called me up from a mobile number I didn't know.

"Have the police called you?" he asked. "Erm no. Why would they call?"

"Oh nothing. Just one of the guys in your video had some trouble. I didn't want you to be bothered. Let me know if they call you." he said, before hanging up.

If I ever do take a visiting friend out to watch some street, I treat it a bit like whalewatching. You go where stuff happens and sort of hang around there for a while until something does happen. It might be a pod of breaching humpbacks or it might be one dolphin. Luckily for the 50 Ways to Kill Your Mammy people, the street drifters of Tokyo came out to play, and they snagged some cracking footage. I made sure to ask them to make sure nobody seen on the video could be identified and blur out any faces or numberplates. I sort of broke my own rule with that one, but let's all treat any street action like nude photos of your girlfriend. They're for your eyes only, and maybe your mates as long as they're only looking at them on your phone, and it's a really good idea to make sure they never get onto the internet 💥

WELCOME TO EXCLUSIVITY

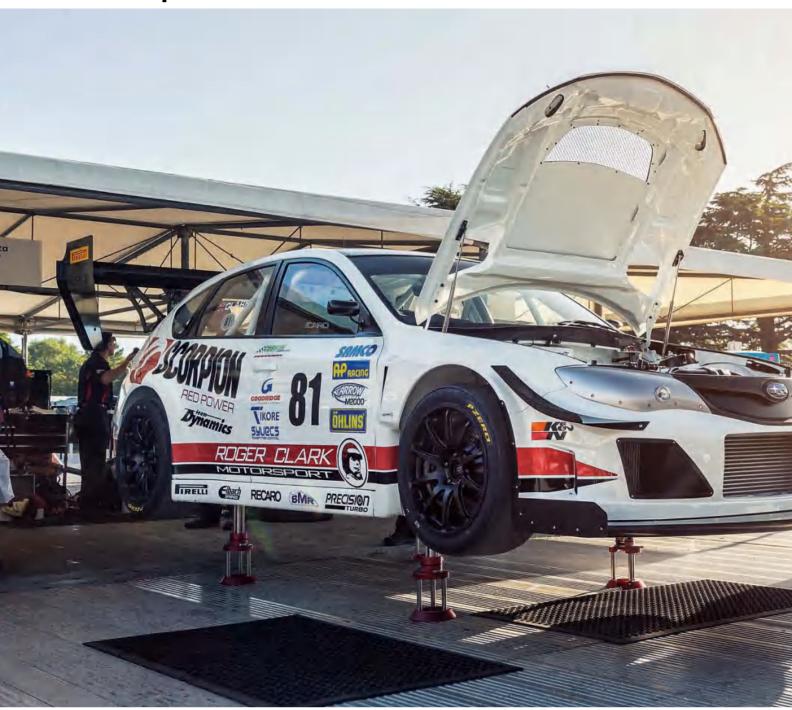
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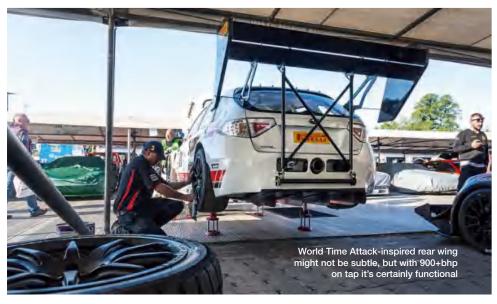


RCM Conquers Goodwood





Few have devoured the Goodwood hill with such ravenous intent as Roger Clark Motorsport









KING OF THE HILL

Roger Clark Motorsport made headlines last month when it set the fastest overall time on the Goodwood Hill Climb in its Gobstopper II project, but the development that led to this achievement shows it was something of an inevitability...

hen rallying prodigy Olly
Clark of Roger Clark
Motorsport set the fastest
ascent of the famous hill
climb at this year's
Goodwood Festival of
Speed, shockwaves were sent through the
gentrified world of traditional motorsport.

It makes us chuckle to think that monocles might have fallen from the wide-eyed befuddlement that a small, privately-owned tuning company had usurped the crown normally held by Formula One teams and works prototype cars. And what's more, embarrassed this establishment in a machine that still retained the basic silhouette of a mid-size family hatchback.

In all honesty, the Festival of Speed organisers could have predicted the arrival of this moment. In recent years, highly-tuned production cars have nibbled away at the time advantages held by supercars, hypercars and dedicated race cars. But few have devoured the Goodwood hill with such ravenous intent as Roger Clark Motorsport, whose latest fourwheel drive Subaru WRX STI – aka 'Gobstopper II' – blasted its way to the top of the 1.16-mile course in just 44.91 seconds.

To put this achievement into perspective, only five other machines have put in a faster time since records began in 1999, and the majority of these race cars have subsequently been banned from making further runs for the sake of safety. Part of the reason for this is that unlike most other motorsport disciplines, there are no practice sessions; each run is timed. Your only hopes of memorising the course are to study the rudimentary map displayed at the start line, try to learn it in the virtual world of *Gran Turismo* 6, or get invited to Lord March's house for dinner.

There is another form of motorsport that requires its competitors to compete against the clock on a single flying lap but not directly against each other – Time Attack. Gobstopper

Il was originally developed for Time Attack, and the more specific purpose of destroying every professional class record in the series. Yet when you begin to analyse the top-end products, technologies, talent and effort invested in this vehicle by brothers Matt and Olly Clark, there was an air of inevitability that this special Subaru would raise the bar in other motorsport disciplines too.

Work on Gobstopper II began with a new bare-metal Subaru WRX bodyshell supplied by Prodrive. Though the third-generation Impreza monocoque is stiffer and safer than those of previous generations, a bespoke roll-cage was inserted that ring-fenced the car and became its new base structure. This inside-out reworking not only optimised the important suspension- and driver-mounting points for balance but allowed many of the external panels to be remanufactured in carbon fibre for lightness rather than strength. Meanwhile, the shape of these panels was partly dictated by having to cover the broadshouldered, WRC-specification wheel track.

Right from the outset, aerodynamic efficiency played a role in profiling the car. Computer fluid dynamics simulations helped dictate the shape and position of ducts and vents to generate through-flow for cooling. It even narrowed the location of the exhaust outlet to the aerodynamic 'dead zone' at the back of the car. Further simulations were also used to ensure the car scythed cleanly through the air and harnessed that passing atmosphere to literally suck it to the ground for physics-defying cornering speeds. Inspiration for the immense rear wing came from the aerodynamic addenda seen in the Global Time Attack series, the size of which is enough to make even a high-level STI spoiler cower in fear.

Talking of striking fear, the original Gobstopper took many championship titles with a 720+bhp output that was considered monstrous at the time. Such is the rate of

RCM Conquers Goodwood



progression within the tuning scene, however, that nothing less than an output approaching four figures would have made much of an impression for its successor.

Roger Clark Motorsport has spent years perfecting the race specification of its EJ20 closed-deck boxer turbo engines, and a comprehensive explanation of its workings would require a technical article of its own. But while much of the architecture and bespoke components have trickled down from the original Gobstopper (including the relatively tiny 2.0-litre displacement), the development process for this 900+bhp improved derivation required the finest brains in Formula 1 and aerospace fabrication to turn Matt's inspired - but left-field - ideas into reality. And while this expertise has come at considerable cost for the company, the resulting products are now available for the public to buy for their own projects. It's a magnanimous gesture that you will struggle to find elsewhere within the aftermarket.

A new loom consisting of aerospace-grade wiring and military-spec connectors shuttles

electrical power around the vehicle, while the brains behind the engine and sequential transmission is a standalone management system that has to think so fast it needs five fans to cool it down. Control of a different kind is provided by the chassis, a truly bespoke setup that encompasses custom forged wheels, huge carbon fibre brakes designed for endurance GT racing, and custom forged suspension uprights that connect to the body via WRC specification crossmembers and wishbones. So complicated and precise was the CAD scanning for the uprights that each corner took a week of CNC machining to complete!

Olly's race seat is sat much further back than Subaru originally intended, its position fine-tuned not for the comfort of the driver but for the best balance within the wheelbase. Only after this location was determined by corner weights were the steering wheel and pedals brought within reach. Similarly focused is the flocked, carbon fibre dashboard, which has become nothing more than a shell for hanging the bare essentials. All unnecessary dials, buttons and vents have disappeared, replaced for the most part by a digital instrument cluster that consolidates vital information into one portal designed to be easy to read at warp speed.

Not that there is much time for Olly to look anywhere other than directly in front of him when he's behind the wheel of this beast. Some doubt he even had the opportunity to breathe during that adrenaline-fuelled pass of the Goodwood hill. Most of us didn't when watching the in-car footage!

And so we return to that wide-eyed wonder everybody felt when experiencing that ballistic ascent, whether in the flesh or at home on your computer. News of the achievement spread across the globe like wildfire, elevating Roger Clark Motorsport into the realms of motorsport royalty. With a great deal of time and effort, Gobstopper II has become a dedicated and world-renowned race car but let's not forget that this bodyshell could easily have become an economical family car. When put into that context, this has been quite a transformation **





RCM's original Gobstopper became globally famous after its Time Attack exploits and a certain YouTube video. The world waited with bated breath for the unveiling of the Gobstopper II and we were honoured to have it grace our pages in the October 2013 issue of Banzai before it appeared anywhere else. For the full, in-depth story order a copy now...

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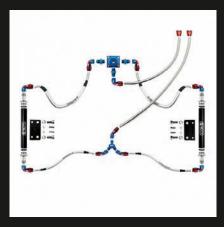
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TA22 Toyota Celica GT



ANNIHILATION



The Celica TA22 GT is a classic lesson in the art of the mini-muscle car. And if you make a few subtle but significant alterations, you can build something that stops traffic...

Words: Daniel Bevis Photos: Kevin Raekelboom

TA22 Toyota Celica GT



he time-freeze is a classic cinematic device. Remember the scene in The Matrix where Morpheus is introducing Neo to the central concept of the Matrix code? He gets distracted by the woman in the red dress, then Morpheus freezes the scene. Iconic stuff. Film nerds can trace this behaviour back to the French silent movie Paris Qui Dort of 1924 - or, of course, there's the Adam Sandler movie Click. Although it's probably best to pretend that last one never happened. The point is that, thanks to this cinematic and televisual trope, we have an ingrained sense that when something significant happens, our brains should be able to stop time entirely for a moment in order to allow us to process what we're seeing.

This '74 Celica is the sort of car that allows your complex thought processes to achieve this. It's no ordinary mixture of steel, glass and plastics; it's something otherworldly, surreal, outstanding. Sure, you've seen firstgen Celicas before but have you ever seen one where all of the stylistic elements coalesce as perfectly and sublimely as they do here? No, thought not. You'll be needing a moment or two to gather your thoughts, we imagine. Step outside of reality and take a deep breath, and let's regroup down at the next paragraph.

Better? Okay, so we should take a look at the story behind this staggeringly beautiful creation. Its genesis lies in a Japanese fondness for American muscle back in the early 1970s; it's no coincidence that the model's name derives from the Latin 'coelica', meaning 'celestial', and it was designed to be overtly stylish as well as entertaining to drive, with the 'Coke-bottle' aesthetics making it look basically like some manner of Detroit pony car. The horseshoe chrome, the quadeyes, the 'Cuda-esque haunches, it wears its US influences unashamedly.

"I just love the style of the Celica, I always have," says owner Dietrich Wulteput. "My first car was a TA60, and I also have an RA43 SunChaser." That's a whole lot of model codes, so let's have a basic history lesson: the car we're looking at here is a TA22, one of the iterations of the first-generation Celica. The TA60 is the third-gen from the early 1980s, and the RA43 is the model that sits between them in time; the SunChaser was a super-rare







targa-style convertible variant. The TA22 GT enjoyed such racy additions as bonnet flutes, power windows and air-conditioning, and it came with a sweet little twin-cam four-pot and a manual 'box that set a precedent for the model line for future generations. (Well, unless you lived in North America, where your TA22 GT would come equipped with a single-cam motor and the option of a slushbox. But the world isn't a fair place.)

It's safe to say, then, that Dietrich knows a thing or two about Celicas. He's certainly no stranger to bringing them back from the dead. "This was a real *Flintstones* car when I first got hold of it," he laughs. "I needed to weld in a lot of new sheet steel to get it all straight and true." There's a certain steely shimmer that flashes across his eyes as he

utters the words 'a lot', suggesting that this wasn't exactly an easy ride. But labours of love seldom are, are they? And as fraught and grinding as the endeavours may have been, you certainly can't argue with the results.

"I completely restored the bodywork myself," he says, justifiably proudly. "I removed the vinyl roof to clean up the lines, and prepped it for paint – which ended up being the one job on the car I didn't do; that was carried out by a pro by the name of Rudy Vandenberge – he did the last layer, the blue and the varnish." It's a staggering choice of colour, too, isn't it? Dietrich remains tight-lipped about the exact shade but it probably isn't too much of a stretch to imagine that he pilfered it from a fairground ride or a dodgem – it's a mile-deep riot of

spangly glitter and old-school metallic disco fare. There's also a bit of seventh-gen Celica hue in there. It sucks your eyeballs towards it, it's super-freaky.

"I fitted all new parts throughout the chassis and running gear, too," he continues. "Bushings, brakes, clutch, until everything was like new. I totally stripped down and rebuilt the engine to standard specs. This is the first car that I've done all the work on myself – I just kept on going." It's a lovely idea to retain the car's original character, keeping that venerable 1600cc 2T-G motor as Toyota intended; it's an eager and raspy thing, and imbues the retro coupé with a glorious sense of purpose. It looks right at home in the engine bay, too, the classic black cam cover and twin carbs



TA22 Toyota Celica GT







nestling beneath the shiny new addition of a strut brace.

But, of course, the whole car hasn't been restored to factory specs. That wouldn't be very Banzai, would it ...? "I was keen to experiment with some new skills, so I built a custom air-ride system for the car," says Dietrich nonchalantly, as if it's something easy and frivolous that you can bash out in an hour or two. In fact, it took no small amount of measuring, head-scratching, measuring again, swearing, sticking the kettle on, measuring again, until the whole thing was sitting pretty. With such fastidious endeavour tied up in the air-ride recipe, it's understandable that he's keeping schtum about the specs. When it's aired-out, the fat wheels tuck into the widened arches rather

neatly, with their retro bolt-on flares adding even more to the low-slung aggression of girth and squatness.

Oh, and what wheels they are... we're talking three-piece Gotti split-rims, which is a pretty out-there choice for a classic Japanese motor, although it's becoming an increasingly popular brand on the JDM scene. Originating in France and supplying all manner of snazzy rims for the sort of weird three-stud hubs you find on Alpines and Renaults and what-have-you, Gotti's website now has a Japanese-language section which suggests that a lot of their wheels are finding their way onto cars like this. You can see why that is, they really do look superb with the Celica's curvaceous lines. Dietrich's had a bit of fun with the rubber as well; the front wheels wear

215-section Dunlop CR311s, a hardcore tyre formulated for Tarmac rallying, while there are Kumho V700s on the rear, which the manufacturer lists as a motorsport/track day tyre. "It is pretty hard to turn the steering wheel," he admits, "with such wide, sticky rubber, a small steering wheel and no hydraulic assistance!" But we do suffer for our art, do we not? Indeed, Dietrich managed to break his hand while polishing the Gottis, such is his commitment to the look. You can't say that this car hasn't made him fight for his love, but he certainly seems to have come out on top.

Compared to the bullishness of the external profile, the interior is something of an oasis of calm, with Dietrich keeping everything pretty much factory standard and



Engine and transmission: 1.6-litre 2T-G DOHC, stainless steel exhaust system, T50 manual gearbox

Chassis: 9x13" Gotti 073S three-piece splitrims with 215/45 Dunlop SP Sport CR311s (front) and 215/50 Kumho Ecsta V700s (rear), custom air-ride system, stock brakes, strut brace

Exterior: Full body restoration and respray, vinyl roof removed, restored chrome, chin spoiler, arches widened with bolt-on flares

Interior: Restored original (inc. period radio; modern stereo hidden in glovebox)



just giving it all a freshen-up. You can see his reasoning here - 1974 was evidently a fine vintage year for interiors, and the TA22 GT was blessed with sculpted tombstone seats, a bit of comely wood-effect for the dash, and deeply recessed dials that are pure muscle car. The radio is integrated into the dash panel, which is a neat little touch although it does limit your upgrade options. Or does it? "There's a modern stereo hiding in the glovebox," he admits, "and the audio is another thing I plan to build up further in the future. At the moment, that hidden stereo's running through a single speaker tucked away under the dash..." But who needs audio when you've got a Seventies twin-cam rasp to play with? And the fact that Dietrich's beefed it up with a stainless exhaust with the

sort of outlet diameter that you could get both fists into serves to up the tempo a little.

The calmness experienced by the driver behind that little steering wheel belies the sheer aggression of the body lines, of course. Perhaps the most aggressive angle to view it from is the front three-quarter, squatting down as the car does the same, taking in the combination of wide arches, jutting chin spoiler, four staring eyes, and sparse tyre sipes. It looks like it's glowering at you, doesn't it? Angry little car. And yet strangely alluring.

The scene terminology for this sort of reaction is 'break necks' – something that makes you turn your head so quickly that you properly damage yourself. It all ties into that idea of the movie time-freeze, the same as

you find in sci-fi narratives when a character pops through a wormhole in space, the relative time dilation meaning that a second on one side represents many years on the other. This is the kind of car that disregards time, treats it with disdain, bends it to its whim. Sure, there are quite a few TA22 Celicas out there; a lot of them are pretty low, or have retro-infused paint, or rock a set of unusual rims. But when you throw all of those ingredients together at once, and mix in the sort of craftsmanship and passion that Dietrich's displayed here, you end up with a thoroughly impressive and unique entity: a time-freezer. A neck-breaker. A low-'n'-wide interpretation of a cult classic that could halt a lava flow. Isn't it great to step outside of reality for a moment? **

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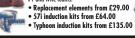


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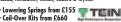


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ALL BASES COVERED

Drag racing, drifting and one of the biggest static shows of the year – Jap Show really does have it all! We once again headed to Santa Pod to see what was new for 2015.

Words: Sam Preston Photos: Daniel Patch

he thing we love most about Jap
Show (and most other events at
Northampton's Santa Pod
Raceway, for that matter) is how it
adds a competitive element to the
equally as fantastic static display
on offer. Running up the drag strip is not only
relatively accessible and affordable, but also
makes for some great spectating
opportunities throughout the event.

Organisers tell us that this year's incarnation proved promising from the off, as entries to the thriving show 'n' shine competition sold out months earlier than ever before. We weren't surprised, therefore, to be greeted to a sea of activity upon entering the grounds.

The overcast skies didn't put anyone off, with the threatening-looking clouds thankfully holding off from delivering any rain before the end of the day, which allowed the strip to be fully exploited by all for the duration and some seriously impressive times to be dialled in.



















Jap Show









Competition time

Once again, rounds of both the Jap Drag Series and FWD Drag Series were incorporated into the event to give punters who would be running their own cars down the quarter-mile later on a little inspiration.

The Jap Drag Series saw the Pro Class opened up for the first time this year, thanks to David Greenhalgh and Mark Moseley joining Steve Bowen in his famous Evo to add some competition into the category. David eventually managed to clinch the fastest time of 8.67sec @ 159.08mph in his monsterpower R34 Skyline. The absence of two front-runners in the Street Class gave Jeff Ludgate and his Abbey Motorsportbuilt R33 Skyline the chance to reclaim some much-needed points. Things were going well until some mechanical niggles on the final run allowed Brent Crooks and his R33 Skyline to win by default,

with a time of 10.1sec @ 108.56mph.

The FWD Drag Series was equally as dramatic, with Guy Chamberlain hitting the wall on the very run that gave him the top qualifying spot. With just four cars remaining in the fight at the end, all of which were on the same side of the ladder, it would be the semi-finals where the winner was crowned. This title eventually fell to 2013 champion Kiel Priestman in his EG Civic, after beating the likes of Amy Bradley and Glenn Robson.

The Run What Ya Brung (RWYB) event once again saw fierce competitions taking place throughout a vast spectrum of different vehicles in various categories. With a couple of cars once again breaking the ten-second mark, we were treated to some of the fastest cars with (and without) numberplates in the UK. For full results, see the table opposite.















RWYB Results Table

Class	Winner	Car	Time
A – Nissan	Jamie Lumley	R35 GT-R	9.3724s @ 155.27mph
B – Toyota	Simon Paul	J2A80 Supra	11.5085s @ 122.27mph
C – Honda	Geran Phillips	EG Civic	11.2393s @ 133.73mph
D – Mitsubishi	Ged Jefferson	Evo VIII	10.1979s @ 145.75mph
E - Subaru	Chris Clements	GC8 Impreza	11.2959s @ 132.19mph
F – Mazda	Adam Blackshaw	FD RX-7	12.3091s @ 121.56mph
G - Daihatsu	Jeff Whitbrook	Charade GTti	12.7941s @ 115.65mph
X - Non-Road Legal	Francis Garcia	R35 GT-R	8.6124s @ 165.48mph











| Jap Show |



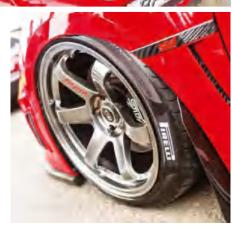


Show 'n' shine

With far more entrants than previous years, the show 'n' shine competition was the highlight of the static show area. Winning the event outright was Alan Moss and his Subaru WRX STI. Once you'd got over the fact that there was a giant cuddly Scooby Doo hanging out of the rear window, it soon became clear how comprehensive this build was. Packing air-ride and a killer ICE install, along with some tasty engine mods, it

was easy to see why the judges had warmed to this one.

The Best Retro award once again went to Derrick Burgess in his period-perfect Datsun 280ZX, which only appears to get more and more pristine with age! Finally, the Judges' Choice of the day was Nino Parello's colourful Nissan 370Z. The lime green coupé has caught our eyes at a number of shows this year, and is certainly one to watch out for...















As well as the excitement on the strip, the Live Action Arena the other side of the venue was also a non-stop hive of activity. Here we saw the likes of the drift taxis and driving pro Terry Grant carrying out their usual mindbending stunts to a stunned audience.

If you feel like you've missed out on what has to be one of the most fun events of the year, fear not, as it's happening all over again on 11 October for the Jap Show Finale. Head over to www.japshowfinale.co.uk for more details about how to get involved... **



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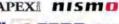
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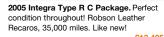
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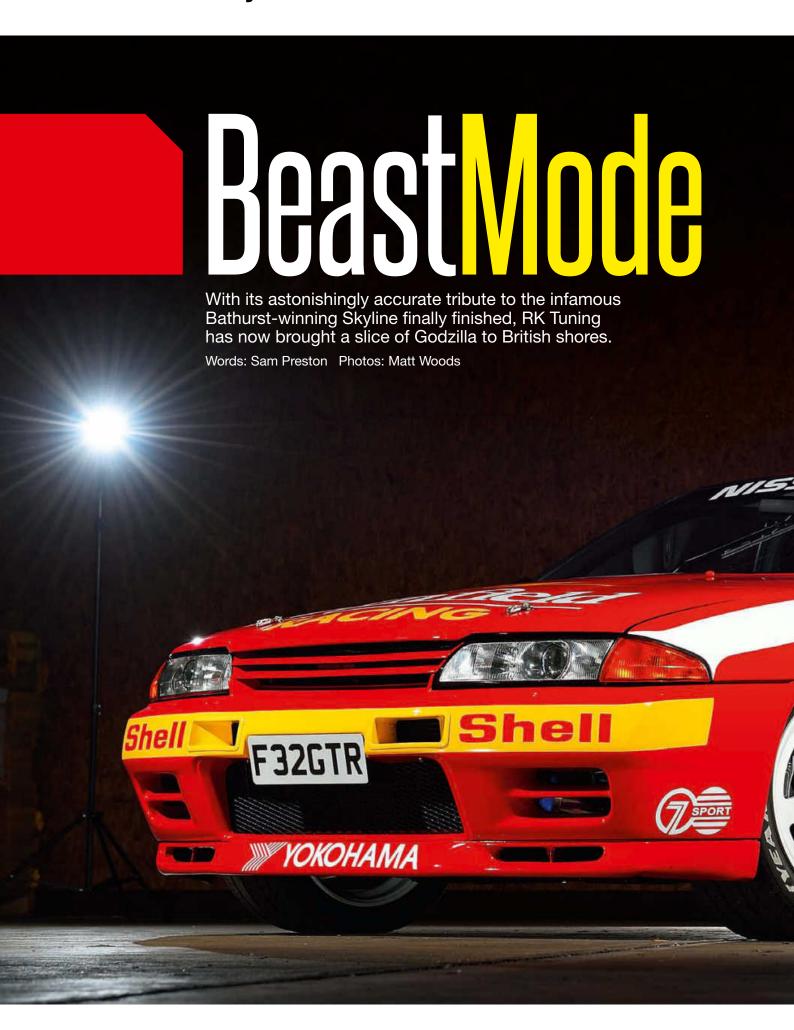
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BNR32 Nissan Skyline GT-R

Ron's Racing History

The sheer amount of records and achievements Ron has managed to accumulate in his 30 successful years in the road and race tuning business means that we couldn't possibly list his whole fascinating back-story. Highlights, however, include his first race car, a Lotus-powered Vauxhall Firenza (complete with nitrous injection), yielding him the national drag racing champion title in his class three times in a row, along with nailing what still stands as one of the fastest non-turbo four-cylinder quarter-mile record times (10.32 seconds).

cylinder quarter-mile record times (10.32 seconds).

Ron soon began chasing boost, so after the Vauxhalls came the Ford Cosworths, with Ron's Sierra soon winning sprint events left, right and centre. This was swapped for a similarly but slightly more alien R32 Skyline GTS-T, which after a sprinkle of his magic was soon one of the fastest cars he'd ever driven at his local Brands Hatch circuit. This was where the love affair with Skylines started for Ron and RK Tuning, and he's never looked back.





f you're a true Japanese car enthusiast, you'll probably already be familiar with the story of Gibson Motorsport's relentless streak of wins in both the Australian Touring Car Championship and associated endurance events Down Under at the start of the Nineties. With a fleet of five thenrevolutionary R32-shaped Skyline GT-Rs, handed over with the faith and backing of Nissan's Japanese Nismo division, Gibson Motorsport single-handedly put Nissan on the map, dominating a field which until this point had almost been exclusively made up of the more native Ford and Holden metal.

For those of you that aren't familiar with exactly which series and races the Gibson guys excelled in, it's well worth checking out the racing history of Australian saloon cars between 1991-93. You'll soon learn how the likes of drivers Mark Skaife and Jim Richards provided the team with more trophies than they could handle, eventually accumulating in the controversial, crash-heavy 1992 Tooheys 1000 endurance race at Mount Panorama Circuit near Bathurst, where a shock win by

default after they'd crashed caused enough anger amongst the fans and other manufacturers that the car ultimately became banned from future races.

A short-lived but explosive affair, then, that has undeniably helped cars marked with a 'GT-R' badge reach iconic status globally ever since, and left most Australians feeling much more wary of dicing with Nissans on road and track. One of the fabled five Gibson Motorsport GT-Rs, chassis #5, has resurfaced recently back in Australia having undergone a full overhaul, rumoured to be worth in the region of around AUS\$1 million. And with such a story behind it, we find that easy to believe.

So where does this gorgeous Bathurstbusting lookalike come into the picture, then? Far from being one of the famous five Gibson cars, this stunning and recentlyfinished replica instead acts as a tribute from one of Britain's most celebrated and respected tuners on the scene, Ron Kiddell from RK Tuning. And as you're about to read, the project which started as a light-hearted attempt to replicate one of Ron's favouriteever cars soon unintentionally turned into one of the most comprehensive and detailheavy builds he's ever been a part of, as every square inch of this car was painstakingly adjusted to match those of the famous racers.

With a run of impressive GT-Rs under his belt, the story of this particular car starts just one year ago. "I had a customer's R32 GT-R sitting in the yard with a blown-up engine," Ron begins. "This was last year when all the hype about the Gibson car had started picking up again. I'd already had a red GT-R with a white stripe as a demo car for my company, so thought 'hmm... if I paint that bit red and put some stickers there...' That's how it all started!"

What followed is what Ron describes as "a hell of a lot of time researching various bits and pieces about the original race car." The more he looked into it, the more keen he admits he became on sticking to the original formula of the Gibson cars, resulting in numerous custom, one-off parts being







BNR32 Nissan Skyline GT-R



fabricated to ultimately create what you now see before you.

The silver '91 shell was stripped and sent off for painting in the same bright red hue that Ron's then-daily, an Audi, was shod in. "No one really knows what paint they used on the original car, but red is red to me," Ron matter-of-factly puts it. Thankfully, the car was already sporting a Nismo body kit which matched the racer, comprising of subtle front and rear spoiler extensions and slightly deeper side skirts.

While the bodywork was getting dealt with, Ron began whipping up a suitable engine to drop into the car once it was back in his workshop. The Gibson motors were fullyfledged Nismo N1-spec units, with parts for which now often impossible to find. Ron therefore decided to keep the same twin Garrett T25 Nismo-spec turbos, whilst building a suitable engine around them with parts he'd learnt worked on track. This means we're now looking at an RB26DETT with fairly standard internals bar HKS pistons and cams. "There's plenty of room for improvement in the future, but for now I just wanted something that goes and sounds right," Ron explains. And that it certainly does...

The continued studying of photo albums and online blog posts eventually led to

custom parts being built to match the race cars which Ron simply couldn't find off-the-shelf. "It started when I wanted to find that big custom air box that sits up front above the radiator," he recalls. "Using a number of pictures my fabricator Mick Hayward eventually managed to re-create something similar for my car. But at first we were both thinking 'how on earth did they do that?!"

The custom trickery continues under the bonnet with the incorporation of the comprehensive strut bars running atop the engine. These appeared to be specific to the race car, with Ron citing the Aussie heat as the potential cause for them existing, but as the engine bay began looking more and more like a Gibson racer's, these parts were also painstakingly replicated. Notice how the build has already grown from a casual background project to a full-on historic race conversion? There's plenty more to come...

Ron's car was already equipped with some pretty trick MeisterR coilover suspension, so the focus was next directed towards getting some of those monstrously wide white wheels which defined the race car. The original magnesium items are of unknown origin, with only a few sets remaining, so Ron instead approached Image, the British-based masters of split-rims, to create a custom five-spoke



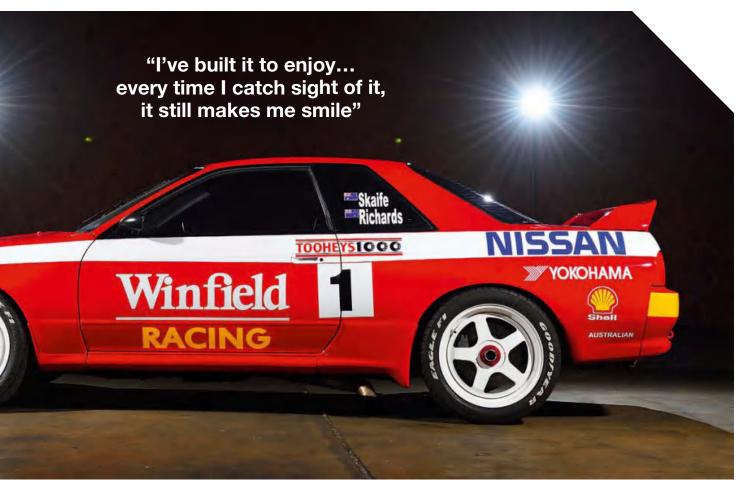












BNR32 Nissan Skyline GT-R

set with ten inches of width to match the original style as closely as possible. Based on one of the brand's existing three-piece designs, these beauties have been altered to look like a one-piece – the opposite look to what many wheel enthusiasts require but perfect to the era, especially with the all-important centre-lock mechanisms remaining in place. The colossal width, especially when on the chunky Goodyear tyres, meant that some considerable arch work was required in order to get the car sitting happily.

Moving onto the interior, the headaches of finding rare parts continued with the leather-effect dash and doorcards, along with matching the then cutting edge digi-dash to something which looked similar from today's array of units on offer. The Link G4 dash fits almost exactly the same aperture as that on the original race car, but gives Ron a whole lot more options when switched on and

connected to the ECU. The recliner seats that currently take pride of place up front may be far removed from the sparse single bucket seen on the racer but this is where we're reminded that this car was built for Ron's personal pleasure, not to win awards at shows. "People will sometimes think 'why's he done that?' but I've built it to enjoy. It sits in my workshop now and every time I catch sight of it, it still makes me smile, which is the main thing!" Ron proudly lays it out.

One of the final pieces of the puzzle, which potentially could make or break the appearance of the whole car, was re-creating those iconic stickers. "A customer and good friend of mine, who has developed the nickname 'Sticker Ronnie', looked through some of the original pictures with me before getting mock-ups laser cut for size. The whole thing went on for six months before we were happy! The most annoying bit is that in

some of the racing shots the stickers are in different places from one day to the next, but that's racing for you..." Ron laughs.

As early R32 Skylines begin reaching 25 years of age, making them eligible to be imported over to the USA, we've already witnessed a sharp rise in prices of these modern classics over the last few months. So what better time than now for Ron to create his dream example? "The Bathurst winner really was the first Skyline that I watched, saw and loved," he reveals. Although currently being used lightly, in events such as historic gatherings and parade laps at classic car shows, there's nothing stopping this car from becoming a fully-fledged race-winner should Ron ever get the urge. His eye for detail has resulted in one of the world's most closelymatched Gibson Motorsport replicas ever created, helping to keep the legendary history of Godzilla alive *



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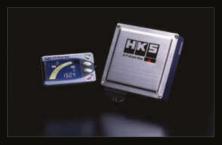




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GOODWOD GOODNESS

The annual Goodwood Festival of Speed event took on a notably Japanese theme this year, which made it all the better for us...

Words: Simon Holmes Photos: Dave Powney and Gary Hawkins

ou can always count on
Goodwood to provide an annual
car fix large enough to keep any
petrolhead happy. But this year
was a little bit more special, at
least for us, thanks to a heavier
Jap presence than usual. Highlights included
Mazda's motorsport celebration and main

sculpture as well as several new releases from the likes of Honda, Nissan and Toyota unveiled for the first time in the UK. Then there was Olly Clark in the Gobstopper II gunning for overall fastest time up the hill, as well as spectacular drifting displays from the likes of Mad Mike Whiddett in his RX-7. Safe to say, there was something for everyone.





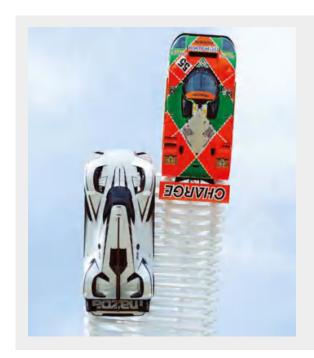
Jap Performance Parts

One of few companies exhibiting with a trade stand were the guys at Jap Performance Parts. They put together a fine selection of varied cars ranging from the official HKS GT86 to their own RA28 Celica, in a contrast from old and new. To top it off, they also brought along their cool and quirky Evo 9 Wagon and RB25-powered Subaru drift car, ensuring they had all bases covered. It certainly seemed to draw attention as their stand looked busy all day.



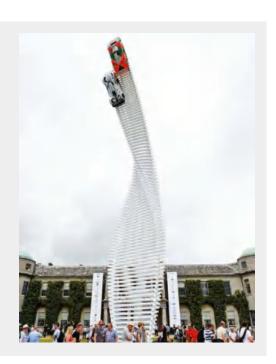






Mazda central honours

Mazda's rich racing heritage was the centre of attention at the event this year with a spectacular 40-metre high sculpture in front of Goodwood House. It featured two iconic Mazda race cars seemingly driving off into the sky on a twisting race track. The structure was made from 418 steel beams weighing a total of 120 tonnes, each stacked at a different angle and the two cars in question were the 1991 Le Mans winning 787B and LM55 Vision Gran Turismo car.













GT86s

We featured these six GT86s built by Toyota in the July issue of Banzai. The cars were built to commemorate its past motorsport success, and were on display as part of this year's moving motorshow. They seemed to go down well with the crowds, particularly the Castrol-liveried car, which appeared to be a firm favourite.

| Goodwood Festival of Speed 2015 |



Mad Mike's RX-7

New Zealander Mad Mike Whiddett seemed pleased to make the pilgrimage back to Goodwood once again this year. He brought along his somewhat famous triple-rotor RX-7, known as the Madbul. Fans might well have been hoping his new quad-rotor, twin-turbo MX-5 drift car, the Radbul, might have made an appearance instead, but no one was complaining. Mike and the flame-spitting FD put on a great display to flood the senses with sights and sounds.









Rotary celebrations

Mazda was also celebrating its past success in motorsport using Rotary engines, having won over 100 IMSA races along with manufacturer and driver titles, two British Touring Car Championship crowns and endurance races at Daytona, Spa and Le Mans in its time.

To celebrate, Mazda had brought along more iconic racers from days gone by, shipped in from around the globe. Going up the hill was a 767B, flame-spitting RX-792P and IMSA GTO RX-7 from 1991, all of which looked and sounded fantastic.







First looks

Goodwood also served as the place to unveil several new cars for the UK. The Lexus GS F made its European debut and it was also the first time the UK was treated to a viewing of the full 2015 Honda range. The latest generation of MX-5 was on display and Mazda also brought along a modified race-ready version, complete with roll-cage for the display stand. Also on display at the Nissan stand was the menacing Nissan Juke R 2.0.





Two wheels up

Stunt man Terry Grant always puts on a show at Goodwood but this year he went one further by also breaking the record for quickest time up the hill on two wheels. Driving a Nissan Nismo Juke RS he covered the 1.16-mile course in 2min 10sec, some 45 seconds quicker than the previous record. It meant he was driving at an average of 32mph!





New cars on track

For many, Goodwood was the first time they saw the new Civic Type R up close, and it was also driven up the hill by none other than Kaiser Chief's front man Ricky Wilson. A range of new Lexus models were also sent up the hill, including the new lightweight version of the RC F, complete with carbon fibre bonnet.







| Goodwood Festival of Speed 2015 |

The Gobstopper II

The guys at RCM had their sights set firmly on taking the crown for the fastest overall time up the hill in the 'Top 10 Shootout'. It was a closely fought contest and Goodwood veteran Rod Millen in his Pikes Peak Toyota Celica put up a good fight. But with Olly behind the wheel, the Gobstopper II proved its dominance once again. Read the full story of RCM's journey to success on page 26.









Supra supercar

Toyota had the new FT-1 and, although it was essentially a concept, the fact it was displayed next to a fourth generation Supra screamed volumes for some! The car certainly looked the part. We're looking forward to seeing this one develop.





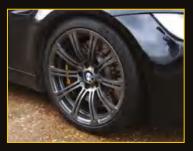
Summary

Goodwood delivered just like it always does, but with an added Jap flavour. Nowhere else in the world offers the chance to see famous ex-race cars, driven by famous drivers next to each other and against the clock. Watching these cars is an assault on the senses, in the best possible way, and Mazda, being the star of the show, delivered in a great way. We can't wait until next year **



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PART 3: TEESSIDE

The third round of the BDC brought the smoke and style up north to Middlesborough's Teesside Autodrome, often dubbed the home of UK drifting, for more sideways thrills and spills.

Words and photos: Fred Wonnacott



2015 British Drift Championship















eesside Autodrome is arguably the birthplace of the BDC and is a favourite for many of the drivers competing. This year the judges decided to change things up with all outside clipping points forcing drivers to run wide lines, producing some tight door-to-door action...

Pro-Am class

Saturday saw the Pro-Am class get things started with a good practice session to get the new line down and dial-in the competitor's cars. With a strong fight for those important top 32 places, everyone was pushing hard, inevitably resulting in a few dirt drops and incidents. James Roberts had the most spectacular issue of the morning with the rear wheel flying off his AE86 as he came up to clip six on full throttle. Luckily he kept the car on track, getting it ready to run again by the second qualifying session of the morning.

A lover of the Teesside track, Adam

Simmons, held up his reputation by coming out as top qualifier with a score of 93.3 points, ahead of Jamie Owen, Tony Walker and Frazer Stark who all scored in the mid-to-low 80s.

After some hard and fast battles amongst the top 32, Driftcup star Jamie Owen (who earned his BDC licence qualifying at Teesside) climbed up to beat Chris Smith, eventually putting him up against local boy Darren Rickaby. Darren, in his very clean V8-powered BMW E30 eventually took the win.

Martin Wonnacott was on good form beating Wayne Curren and then Team Lassa Tyres driver Richard McCourt. Strong runs in those battles put him up against Rickaby for a place in the semi finals. Both drivers were running well with the new line but it was Martin's Chaser that would take the win.

Odds-on favourite Adam Simmons wasn't having the easy day that he'd expected, winning his first match up against Kirsty 'Kerbs' Widdirington then taking a closefought battle with lan Rutherford's S13 after it went 'one more time'. That win saw him lined

up against Slide Motorsport teammate Matt Stevenson but that was the end of Adam's day with Matt taking the win and joining Martin Wonnacott, Louis Geldart and Brad Wallbank in the semi-finals.

Geldart versus Wonnacott was the first of the semis and was fast and hard right from the start. Martin put in a strong lead run with Louis keeping close proximity and on-line. It was in the very smoky chase run that things went wrong for Martin after he got caught in Louis' smoke and with his vision obscured he ran wide at clip three, hitting the tyrewall. Luckily despite the Chaser looking a bit battered there was no real damage and Martin came back to battle for third place. Louis Geldart moved on to a place in the final.

The second battle brought Matt Stevenson and Brad Wallbank together. Matt ran hard on both runs keeping right on Brad's door in his chase run and then pulling out a good gap on his lead run, ultimately giving him the win and a place in the final.

Martin Wonnacott was then back with the













now bumper-less Chaser to battle Brad Wallbank for that last podium spot. Martin had the lead run first, pulling a good gap in a fast first half of the track but then ran a little wide allowing Brad to make up ground and stay close for clips five and six.

Brad's lead run started with Martin running hard and charging up on his door, but the battle was scrappy so a call of 'one more time'. With Martin leading first, Brad went in too hard on the first turn and dropped two wheels off-track, throwing the battle away and giving Martin an easy job of laying down a safe chase run to take third place.

The Pro Am final was therefore between Louis Geldart and Matt Stevenson. Geldart led first with the run starting out well but then disaster struck for Stevenson when mechanical problems caused the LS-powered BMW to come to an abrupt stop on the hairpin. Matt got the car running again for a lead run but all Louis had to do was put in a safe run, keeping it sideways and on the Tarmac to take an easy victory and the top podium place.

Pro class

A sunny Sunday brought the crowds out to see the Pro drivers laying down the rubber. As soon as practice started there was big smoke and good lines, including some impressive runs from the Pro Am drivers that got to compete having won the previous day.

A smooth-running morning was interrupted when the bright orange Driftworks BMW of Richard Grindrod tapped the back of Marc Huxley's Retro-cool RA Celica coming out of clip four, sending them on to the grass. Luckily, both cars carried on the day and the crash didn't seem to affect their performance.

Qualifying saw more very impressive driving skills from everyone, with the top seven drivers getting scores in the 90s. But in the end it was Martin Richards who came out on top with a score of 98.3.

Going in to the top 32 we saw some unexpected results with Matt Carter knocking out top qualifier Martin Richards,

Steve Moore beating Matt Tilyard and three of the Pro Am winners from Saturday that had qualified for Today's top 32 (Geldart, Wonnacott and Stevenson) all being beaten. Another hard battle that took place early was Jack Shanahan versus Paul Cheshire; they took their fight to a 'one more time' before a final decision was made that Jack was the winner.

Marc Luney and his Supra managed to come out on top against Marc Huxley in the RA celica. Top 16 and top eight battles were all strong match-ups with everyone running wide, smoky lines and pushing close to each clipping point. But after the smoke settled and the odd bit of bodywork had been recovered, we finally had a top four that consisted of Matt Carter in the Team Falken Skyline (after taking wins over Steve Moore and Gary Dunne), Mark Luney (who battled through Richard Grindrod and then took an impress drive against Japspeed's Shane O'Sullivan), Jack Shanahan (who managed to take wins over Dan Fermiager and Wesley

2015 British Drift Championship



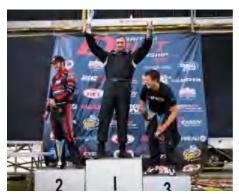
















The Pro-Am class winners Louis Geldart, Matt Stevenson and Brad Wallbank all tasted the champagne

Mike Marshall, Mark Luney and Matt Carter took the Pro class honours

Keating despite some severe gearbox issues) and Michael Marshall (after beating Brian Egan and Paul Smith respectively).

Matt Carter and Mark Luney were in the first semi-finial and they went in hard with Matt initiating early and getting right alongside Luney in his chase run. Matt then went in to his lead run but he dropped a wheel on to the dirt at clip one, and Mark seized the opportunity to close the gap, staying tight on Matt throughout the rest of the course. So close, in fact, there was some contact around clip six but after a judges' review the decision was given that Mark Luney in the Supra would go on to the final.

Jack Shanahan, who was still struggling with gearbox issues had his clutch give out halfway through his lead run, handing a place in the final to Micheal Marshall. This also meant there would be no battle for third with Jack unable to contest the place resulting in Matt Carter taking the final podium spot. This

isn't the way any of the drivers like to win a battle but mechanical failure is a part of racing, especially drifting!

Teesside's 2015 Pro final competitors then lined up: Mark Luney and his 1000bhp+ 2JZpowered Supra against Michel Marshall in the E92 M3 also running a 2JZ engine but this time with around 590bhp. Marshall had the lead run first and despite the power difference, pulled a small gap on Luney with both drivers staying on the judged line throughout the course. Coming back to the start and swapping places with Marshall now chasing Luney, they both ran good lines in the first half of the course. With an even smaller gap between the cars than the previous run, it was looking like a tough call to make but then Luney made a mistake at clip four and hit the wall, giving Michael Marshall the Pro class victory.

All that was left to do was collect the trophies, smile for the cameras and spray the

champagne! Once again Teesside thrilled the crowds and challenged the drivers and after all the hard work, smoke and skill the standings now shape up with Adam Simmonds leading the Pro Am guys on 50 points, just ahead of Louis Geldart on 49 points and David Egan on 46 points.

Over in Pro, class Jack Shanahan is still sitting at the top of the table with 72 points ahead of Mark Luney on 60 points, but thanks to his Teesside win Michael Marshall is now right behind in third with 58 points.

All still to play for, then, as we look forward to 22-23 August for round four of the 2015 season. This will take the drivers to Lydden Hill and we wait to see what the track layout will be for this year as last year's change in direction made things somewhat challenging for some drivers! Whatever the layout, it's sure to be another loud, smoky and above all thrilling battle for the country's premier drifters **

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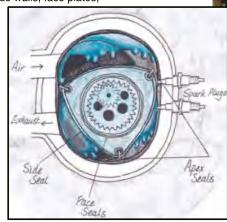


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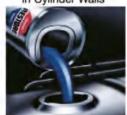
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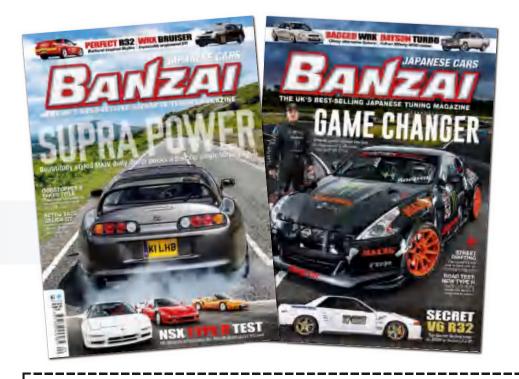
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"We gently egged each other on to go completely over-the-top"

ave you ever thought about what you might be driving in 18 years from now? Chances are it will be something different from your current set of wheels; after all, variety is the spice of life, as they say. However, for Lee Burley, the owner of this subtle-looking Supra packing a 550bhp single turbo punch, things have been different. He first bought the car 18 long years ago and has been firmly in love with it ever since. "It's part of the family now," says Lee. "I'm committed to it. Other cars have come and gone and I sold my sensible BMW so I could go back to using the Supra as my daily driver. I've done about 100,000 miles in this car and, aside from the turbos, it's always been reliable. I still do over 10,000 miles in it every year and it's still my daily driver."

The story of Lee and his beloved Supra began back in 1997 when he first laid eyes on the car at a local Toyota dealership. His relationship with Supras actually began long before that, having previously owned and enjoyed a MkIII Supra for some years. That earlier model left quite an impression on Lee, and when the MkIV was launched, he knew he would have to own one. "As soon as I saw one, I wanted one," remembers Lee. "It took until 1997 to get one, though." It was then the dream became a reality and he actually got his hands on this fine example. The automatic, twin-turbo was a rare Aerotop model with exceptionally low mileage. Lee wasn't actually actively looking for one as such, he just happened to notice the car sitting on the forecourt of the dealership as he drove by. When he enquired, he discovered it

was one of a handful of Toyota imports that had already been converted to UK-spec by the dealer. "It was a rare find," he admits. The car was completely standard, finished in silver with leather and black 16" wheels and still limited to a paltry 112mph! At first, that was enough and the Supra was put straight to use as Lee's daily mode of transport. That's not to say that the Japanese supercar was condemned to a mundane life of commuting, though, as Lee soon began venturing out on various track days and drag strips.

Although it initially remained standard, around three years into ownership the original turbos let go. The answer was to replace them with uprated hybrid versions. Naturally, other mods steadily began to find their way onto the car as time went by. "I always said I wouldn't go crazy with it but I did basic





JZA80 Toyota Supra







things, like add an intercooler and exhaust system," recalls Lee. Larger UK-spec 17" wheels and the matching, bigger four-pot calipers were also added, but not much more changed until 2009 when the turbos let go again. Not that Lee was complaining, having by this point taken the car on numerous track sessions, car shows and drag racing events, including Ten of the Best. "I did a heck of a lot of miles, many track days and I pushed a lot of boost through them, so certainly got my money's worth," tells Lee.

At this point, the car was nearly 15 years old and had enjoyed a busy life, so Lee decided to treat it to a full and thorough freshen up. The car was relieved of its daily driver duties and taken off the road whist the subframes were removed to replace the corroding fuel and brake lines. The suspension was then upgraded to BC Racing coilovers, uprated polybushes were fitted in place and every nut and bolt replaced along the way.

Put back to use once again, the car was at a good usable level and the plan was to keep it that way. Until now Lee had been happy with the twin turbos although he had started to consider the advantages of changing to a large single turbo when the car was sent to his favoured Supra specialist, Whifbitz, for a set of valve stem seals as the engine was getting a little smoky. It was running well enough but just to check, the guys there performed a compression check and the result was one of the cylinders turned out to be shot. The choice then was whether to scrap it, patch it up or go bigger and better. Needless to say, Lee chose the latter option as he couldn't bear to part with the car.

A complete engine build soon commenced, centred on new pistons and rods fitted in a fully refreshed block, together with a rebuilt head utilising standard cams to retain torque. A set of ARP fasteners held it all together to ensure added strength, as the plan was always to continue using the car as a daily driver. But things quickly began to escalate

Performance: Approx. 550bhp

Engine: Mahle Motorsport pistons, Eagle H-beam rods, Clevite bearing set, rebuilt cylinder head with Brian Crower valve springs, retainers and inlet valves, genuine Toyota oil pump and full gasket/seal set, ARP head stud and main stud kits, Borg Warner EFR8374IWG single turbocharger, Whifbitz tubular exhaust manifold with billet collector, K&N 4" air filter and Whifbitz intake piping, Syvecs S6+ ECU, Whifbitz top feed fuel rail with 850cc ASNU injectors, Fuelab 535 pressure regulator, Whifbitz two box 3" exhaust system, carbon cam cover, Whifbitz front mounted intercooler, radiator, catch tank and silicone hoses

Chassis: Works Gnosis CV201 9x19" and 10x19" wheels, KSport eight-pot forged calipers with 356mm discs and Porterfield R4S pads, new OEM UK-spec rear calipers, new brake lines throughout, BC Racing coilovers, SuperProbushes all-round, Titan front and rear anti-roll bars, Whifbitz front and rear strut braces

Exterior: Full respray in Lamborghini Grigio Avalon grey, carbon windscreen panel and fan shroud, new OEM specification headlights and front indicators, rear arches rolled

Interior: Toucan display mounted on the dashboard, Momo Steering wheel

Thanks: Paul and the guys at Whifbitz



JZA80 Toyota Supra



when Lee got talking to Paul at Whifbitz about the specification. "We gently egged each other on to go completely over-the-top," Lee explains to us. The resulting build took around three months to complete and the specification grew to include a Borg Warner EFR8374 single turbo, Whifbitz internal wastegate exhaust manifold, an upgraded fuel system to match and it was topped off with a standalone Syvecs ECU conversion. Power is predicted to be a very conservative and solid 550bhp, but Lee admits the car is over-engineered for the power simply to ensure it maintains overall reliability.

As you might imagine, the modifications have transformed the way the car now performs, making it much more useable and hugely effective. "The two big things that have changed are the noise and the turbo," tells Lee. "It went from twin hybrid turbos and a big loud exhaust to a single turbo and a quiet exhaust. All I hear now are wild turbo noises. First gear is over in a blink and it takes off so much better. It's far more predictable to drive with the Syvecs traction control."

The original automatic transmission remained in place as it was more than up to

the job and Lee prefers it for easy driving in traffic. But with the Syvecs ECU in control, shifting gears was made easier using the additional carbon fibre paddles mounted behind the steering wheel. To match the massive increase in power and performance, huge KSport eight-pot calipers and 356mm discs were also fitted in place and to accommodate them, larger 19" Works Gnosis wheels were added, measuring 9" in width at the front and 10" at the back.

Last of all, to complete the new package came a new look as Lee treated the car to a full respray and colour change in this classy shade of Lamborghini derived Grigio Avalon grey. Despite all of the additions, and although the car has been modified for most of its life, the looks are one department that have never really changed too much. Even when it was more fashionable, and tempting, to fit a body kit back in early days of ownership, Lee has always kept it looking relatively standard. It's a decision that has paid off, as the standard look seems to have become the favoured choice once again now that the classic Supra shape has matured nicely. "I was thinking of changing the front

bumper to allow more airflow to the intercooler but I figured Toyota got it right first time. I love the fact it still looks stock, a bit like a sleeper. It's still a Supra. The engine is unbelievable, but it's still a Supra."

So what are the plans for the next 18 years of ownership? Lee tells us his attention will soon turn to the interior as, after all these years and miles as a daily mode of transport, it's looking a little tired around the edges. The plan is to treat it to a full renovation but in keeping with the original style, just like the rest of the car. Together with the guys at Whifbitz, Lee is also considering changing the gearbox for something else. "I like the automatic but being a four-speed, it is a bit lazy so we're looking to replace it with a sequential 'box in the future," he reveals.

One thing's for sure, and that's the Supra won't be going anywhere. Although Lee admits he was, at one time, thinking of selling the car and replacing it with a Nissan GT-R, he just couldn't bring himself to do it. Sounds to us like Lee firmly plans to enjoy and drive his beloved Supra for another 18 years, and we can fully understand why... **









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SCOTISH POWER

Knockhill's Super Lap Scotland race series is the Scottish answer to Time Attack. With some of the biggest names in the business now getting involved, it's taking the country by storm...

Words: Sam Preston
Photos: Iain Struthers (Power Images)





he Time Attack racing concept has captured the hearts of motorsport fans worldwide in recent years. With door-to-door action out of the window, replaced by individual timed laps for each competitor, it allows man and machine their very best chance to nail the fastest lap without the risk of an expensive smash into an opponent along the way.

The explosion in popularity of Time Attack UK hasn't gone unnoticed by those in Scotland, even though the series doesn't currently hold any rounds there.

Thankfully, Knockhill Circuit, in association with RA Motorsport, now hosts a similar event, Super Lap Scotland (SLS), which is held exclusively at Knockhill across the year. With the series now attracting some of the biggest names in motorsport from the UK and beyond, we thought it was a better time than ever to go and check it out for ourselves.

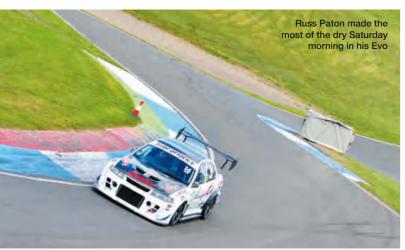
The six-round championship runs between April and September, with rounds four and five being held across the last weekend in July. With the forecast promising dull conditions at best, we were sure to be in for an action-packed couple of days... **







Super Lap Scotland











Round Four

A wet Saturday was home of round four of the series, which also saw events such as the MSA British Sprint Championship, Fueltopia Barrel Sprint and the Gymkhana Cup being held on the damp Knockhill Tarmac.

This time, the anti-clockwise track configuration was used, with a record entry of almost 50 cars on the organisers' books. SLS attempts to make the day the most level playing field as possible by incorporating several different classes (from 'E' - 160bhp per tonne and under, all the way through to 'Pro' - 450bhp per tonne and over). As points are scored for qualifying positions and the overall finishing position in each class, it means that an entrant in the slowest class is equally as likely to win the 'King of Knockhill' title as one in the fastest by the end of the day.

After an eventful warm-up session, where many drivers began to learn the relatively unfamiliar anti-clockwise

layout, one of the most notable times was Wayne Sutherland with his Evo in class B with 59.4secs. Martyn Henry's Vauxhall Astra suffered an oil line failure in this session, with his ECU thankfully cutting the engine when it detected the pressure drop to save both his engine and a downpour of oil onto the track! In practice, the participants began turning up the heat slightly, with Andy Forrest in his famous Impreza nailing a four-second lead in the Pro class.

The SLS format allows for two qualifying laps, followed by one single lap in which the driver is marked for points – meaning that the final lap is an all-or-nothing affair. With qualifying came the onset of the patchy rain – turning the competition into something of a weather lottery. The times came in extremely close in the less powerful classes, but with the weather taking a turn for the worst as the Pro class took to the track, the lack of traction tightened the gap

between the Imprezas of Forrest and Napier to just 1.8secs.

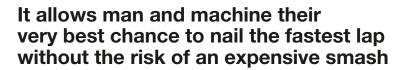
With the final 'super' lap upon them, it was crunch time. 100 points are given to the first place finisher in each class, moving down to just ten points for tenth place. Cars went out in order of qualification, slowest first, building up to fastest. In class E, championship favourites McEleny (in his Impreza) and Phillips (in his Honda Prelude) cursed their bad timing with the rain showers to finish sixth and seventh respectively. Elsewhere, David Brown in his supercharged K24-powered Lotus Elise clinched the class B trophy by the skin of his teeth, with Wayne Sutherland in his Evo just 0.3secs behind. But the Pro class was where the most blistering lap times were set, with Andy Forrest continuing his 100% winning streak with a lap under 52secs as a dry line started to form. Napier was around four seconds behind with a 55.7secs lap.















Round Five

With championships such as the Northern Sports & Saloons supporting, along with the event being televised for Motors TV for the first time, spirits were high in the packed paddock for the clockwise round of SLS on the Sunday morning. As track conditions were significantly improved over the previous day, lap times were expected to drop by several seconds. This was confirmed early on in the warm-up session with the likes of a 54.7secs coming in from Andrew Barbour in his Evo in the Pro class.

There were a whopping 14 competitors in class E by the time qualifying came about. Matt Collins eventually grasped the top spot his his Porsche Cayman, beating McEleny in his Impreza by less than half a second. With Barbour setting

new personal bests left, right and centre throughout the warm-up stages, Andy Forrest had his work cut out to maintain his winning streak. A blistering time of 50.8secs meant he'd managed to keep his title for now, with Barbour's time of 52.8secs blamed on struggling to get heat into the tyres of his Evo.

Once again, it was time for the final lap for each driver. In class E, the tables were turned between the fastest two drivers in qualifying, as McEleny set a time of 1:00.416 to obtain first place over Collins by just a fraction of a second. Andy Forrest's time of 51.3secs was slower than in qualifying, but Barbour followed in a similar vein with a 54.1secs to ensure Forrest once again came out on top.



Super Lap Scotland









For full results from what proved to be a fantastic weekend, head over to the series website. Here, you'll also be able to find tonnes of information on how to get involved yourself. As you can see from the line-up of cars that are already taking part, there's a place for every kind of car in SLS, and it may prove to be more affordable than you think.

So if you're ever near Knockhill circuit, it's well worth seeing if an SLS event is on the cards, as we reckon it's one of the best spectator motorsports in the UK. The final event of the year will take place on Sunday, 20 September.

WEBSITE: www.superlapscotland.co.uk









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ENGINE & TRANSMISSION

Honda was exceptionally pleased with the C30A 3.0-litre DOHC VTEC V6 it had created for the stock NSX and saw little need to change it dramatically for the Type R. That said, it was a combination of a whole host of small enhancements that made all the difference. The capacity of the V6 remained the same but each block benefited from being blueprinted and balanced. This included the crankshaft assembly, too. A fruitier, free-flowing exhaust was also added and a bespoke

Type R ECU installed to handle the changes and raise the rev limit.

Mated to the C30A was a JDM-spec five-speed manual gearbox (closer gear ratios than European and US models) but this time with a shorter 4.235 final drive. The tweaked transmission, along with an upgraded, more aggressive LSD saw the Type R benefit from improved acceleration, but the compromise was a little off the top speed. To reduce weight, the substantial engine cover was replaced with a minimal meshed item.







NTERIOR

Inside the Type R it's all about those seats – beautifully-sculpted carbon Kevlar Recaro seats. The red buckets not only ooze class but scream track focus, which fundamentally is the whole mission statement of this hot rendition. Once you've recovered from the excitement of the Recaros, you notice the other tactile points are rather special, too.

Gone is the bulbous airbag-laden steering wheel and in its place resides a simple leather Momo item complete with red Honda signage. Reach down to the left and you're greeted with an aesthetically pleasing titanium gear knob, while your eyes take in the black Alcantara trimmed dash and centre console, complete with red accented stitching, carbon-look instrument panel and yellow needles. Is there a more perfect car cabin on the planet? If so, we've not sat in it. The Type R's interior gets your imagination

going and your heart pounding and that's before you've even turned the key.

That said, every element is in place for purpose and not pleasure. The weight saved by the three aforementioned enhancements is significant. The carpets are thinner, as is the glass between you and the engine. The sound deadening has been scrapped, the stereo, air-con, spare wheel, airbags, central locking, boot release, cruise control and traction control systems have all gone. Even the armrest, tool kit and battery are all smaller and more importantly lighter!

The outcome is a very unique interior atmosphere. In no way do you feel like you're in a stripped-out race car. But when you're in a Recaro bucket, and holding a Momo wheel, the thinner glass, lack of sound deadening and uprated exhaust do add a sense of aggression and purpose to the experience.

CHASSIS

The Type R has a chassis setup that we're confident Senna would never have described as 'fragile'. Let's begin with what's visible. The OEM wheels have been replaced with ultra-lightweight Enkei wheels. The car we have here is fitted with staggered 15" and 16" five-spokes but larger 16" and 17" options were available. The colour-coded footwear came complete with red centre caps and were held in place with lightweight wheel nuts.

Behind the Enkeis, the NSX's brakes remained largely untouched. Vented guards help cooling, but the Type R's perceived improvement in stopping power is actually down to significant weight saving and not meatier discs, calipers or pads, but more on that later.

Delving deeper, Honda fitted firmer dampers and shorter, stiffer springs to lower the centre of gravity and reduce body roll. Harder bushes tighten the chassis further while thicker front and rear anti-roll bars plus additional front and rear bracing also helped reduce chassis flex dramatically. By removing the traction control system, too, it was clear the engineers had a driver-focused platform in mind, one tuned for ultimate response and predictability. We'll see how this all translates on the road and track shortly.





EXTERIOR

Externally, the NA1 Type R came with the otion of Championship White. Other than the obligatory NSX-R plates, badges and logos, it was just the paint plus the front and side mesh vents that visually set the top-spec version apart.

Look carefully, though, and you'll notice a number of extras like front foglights and

headlight washers have been deleted. This is, of course, to reduce weight and beneath the Type R's salacious skin further dietary measures were put in place, too. These included replacement aluminium door and bumper bars (usually steel), but, as can be seen above, the really extreme changes were executed inside the cabin...







BEHIND THE WHEEL

Do you see what we meant, when we said earlier that it's all of the little things that mean a lot? In total, Honda's engineers stripped 120kg out of the NSX when making the Type R and that has a positive impact on just about every aspect of the NA1's performance.

Ordinarily, when an extreme version of a car is built, it's plied with more power. That's not the case with the Type R. The genius Honda employed was to fully utilise what was already a highly advanced formula. So although a 3.0-litre capacity was retained and the official power figure remained at 276bhp, the Type R's power-to-weight ratio was dramatically improved thanks to the 120kg weight loss program.

In terms of raw performance, the Type R is therefore able to complete a quarter-mile sprint 0.6 seconds faster than a stock NSX (13.059secs over 13.703secs). The subtle engine internal tweaks and ancillary enhancements help achieve this, too. But as is the case with all NSXs, it's not straight line pace that's important.

The reduced weight dramatically improves the car's cornering abilities and quick changes of direction. The NSX never felt overweight, but did feel soft. As has been discussed, this was largely down to its suspension setup but the issue was certainly compounded by all of the luxury leathers and electrics. The Type R feels much lighter on its feet. In football terms it's more Messi than Shearer. Both are effective in what they do, it's just that one effortlessly jinks from one direction to the next, gliding to his destination, while the other powers through to end up at the same place.

The thicker anti-roll bars, additional bracing and firmer, shorter damper and spring combo work in perfect harmony to sharpen up turn-in, too. It's entering corners at speed, or even when hard on the brakes, the Type R is significantly more focused, precise and responsive. It oversteers a whole lot less as well. Despite it's legendary 'drivers' car' status, the standard NSX is seriously spiky and unforgiving. It's not a car that you enjoy getting the back end out in. In fact, if the rear does step out, you'll usually be in a spot of bother. While not recommended, in most cars if you're in the middle of long, sweeping bend and need to go for another gear, it's really not a problem. In the NSX, the process of removing your foot from the throttle, pressing the clutch, shifting to the next cog, releasing the clutch and getting back on the gas results in an almighty roll of the body which almost bounces you off line and bumps the back further round than



you'd calculated for. It means you have to stop faffing around and get your inputs done early, then wait patiently for your next change until the manoeuvre is complete. The Type R feel so much more planted, like it's on your side and not waiting to catch you out.

The omission of power steering on the Type R is key, too. Through the Momo steering wheel you feel every single nook and cranny in the Tarmac. Sources say that Senna insisted the NSX's steering remained unassisted and it was only after he'd passed away (six months later, in fact) that Honda succumbed to the US market's demands for PAS. The Type R doesn't suffer with the resultant vagueness, keeping the nose fixated on the line intended.

The interior of the Type R is still the real highlight, though. Behind the wheel you feel like you're in control of something truly special. The lightweight red Recaros are phenomenally comfortable but wrap around you and hunch your shoulders forward a little, enticing you to keep both hands on the simple leather wheel. The cool metal gear knob makes the gear change even more enjoyable which we didn't think was possible. Although minor on paper, the Type R's enhancements dramatically transform the NSX experience for the driver. It's all about the driver...









NA1 Honda NSX Type R



2005 NA2 HONDA NSX – HONDA UK

In 2002, the NSX received its first substantial facelift. Stiffer suspension, larger front wheels, wider rear tyres and improved aero all featured, but the big talking point was the introduction of fixed headlights. The late 2005 Imola Orange example we have here is owned by Honda UK. The searing paint divides opinions but we think it works really well with the contrasting black leather interior on the NA2.

It's the car we spent the most time in and we covered the best part of 800 miles in it during our trip to Castle Combe for this shoot, Wales the following day for more shoots and back to Kent. The journey allowed us the opportunity to pilot the Honda in towns, on motorways, on track and even through the sweeping Welsh countryside. We therefore saw the good, the

great and the slightly disappointing sides of the NSX demeanour.

Let's start with the good: that 280hp 3.2-litre V6. The V6 snarls just millimetres behind your ears. You can even feel it raging through your spine as the rev needle approaches 7300rpm. It's a glorious sensation and, unlike many turbocharged supercars, you really feel you can keep your toe in with the NSX and wring its neck. It's invigorating.

The great is the driving position. The seats are sublimely comfortable and the steering wheel, gear stick and pedals are all perfectly positioned. You feel at one with the NSX very quickly. The gear change is about as good as it gets. When the running gear is cold, the NSX's shift mechanism occasionally gives some notchy feedback to tell you it's not woken up yet. But when warmed up the short

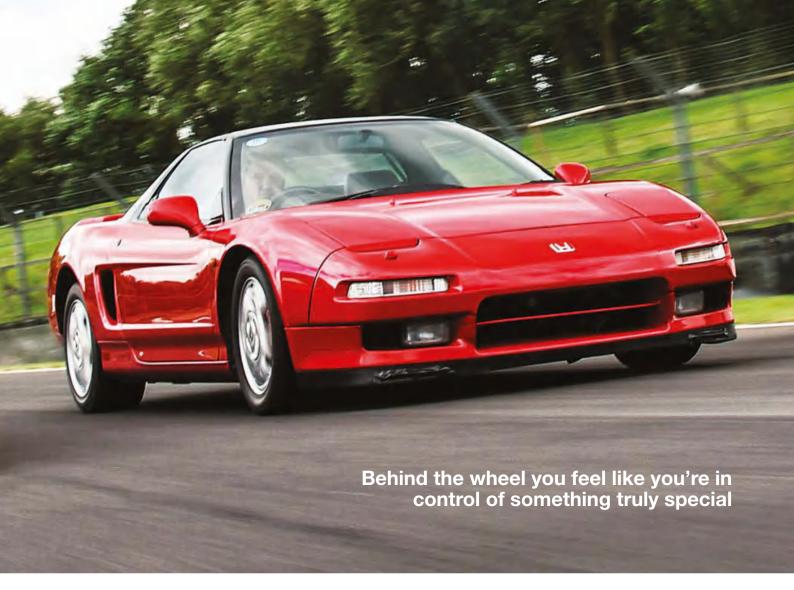
throw rewards you like no other as you progress up and down the cogs. You need a bit of purchase with the six-speed transmission wanting you to do some of the work, particularly on downshifts. A blip of the throttle with your heel sees the stick drop purposefully into its position, leaving you to focus on steering inputs.

This leads onto the slightly disappointing aspect of the NA2: its power steering. The steering firms up but not with speed, it seems. It firms up at about a quarter turn, meaning if you're mid-corner and the bend tightens, you quickly find yourself having to grab hold of the steering wheel and shoving on some additional lock. It's somewhat unnerving until you get used to it. The whole setup lacks feel, too, and makes you appreciate the rawness of the Type R setup.









1992 NA1 HONDA NSX - CLIVE PLUCKROSE (NSX CLUB BRITAIN)

Clive purchased his NSX in 1998. Back then it had covered just 42k miles but today the clocks display an impressive 137k miles! "I've done six track days, driven around Europe three times and travelled to Le Mans twice," Clive explained to us. "In all that time I've never had to pay for anything other than service costs. It's been so reliable. It's even still running its original clutch!"

Clive is certainly someone who uses his NSX to the full. Being an early car, it's running a 3.0-litre C30A V6 with a five-speed manual transmission. You may have noticed that it's been fettled with along the way, too, and when you consider the enhancements Clive has fitted, you begin to appreciate the subtle but effective tweaks Honda made with the Type R. For example, Clive has reduced the chassis flex and body roll of his NA1 with some choice

additions from California-based specialist Dali Racing. Larger road/race front and rear antiroll bars work wonders for quick changes of direction while a non-compliance clamp kit improves the turn-in and predictability of the front end by restricting caster and toe changes under heavy braking. Some sticky Toyo R888s later and Clive's NA1 is now significantly more focused in its handling behaviour.

"I've been running a Superchip for 15 years too," Clive continued. "The chip has smoothed the idle and improved the midrange performance. I've also fitted a Pride V2 exhaust. I watched countless videos on YouTube like a real saddo and the Pride exhaust was by far the best sounding. It doesn't drone and opens up really nicely."

Also interesting is the fact that Clive has decided to cover his dash in Alcantara.

"I didn't really do it for looks. The rake of the NSX dash means you get a lot reflections on the windscreen on a sunny day and it can be hard to see anything. The Alcantara sorts that. It was a clever move on the Type R. I went for a similar look but added a bit more red to tie in with the stock red and black leather trim."

On our shoot Clive had the opportunity to try out Torque GT's Type R. Interestingly, he commented on how the special version felt very similar to his own car. In particular he was referring to the firmness of both platforms. His chassis additions had clearly brought the stock NSX up to Type R levels in terms of firmness and precision. We really admire Clive's attitude towards driving, fettling with and appreciating his NSX. He has a real desire to make it the best it can be and has clearly used the Type R as inspiration.









VERDICT

So, when all is said and done, is the Type R worth its £100k+ market value? In short, yes! Initially, we thought it was purely the exclusivity of the Type R that made it so valuable but the additional engineering and development of the car can be felt from the moment you drop into the carbon Kevlar bucket.

Having spent time with all three NSXs, we grew to really appreciate the qualities of the Type R. In stock form the NSX is a wonderful machine, one with legendary status and for good reason. The suppleness of its chassis makes it one of the fastest point-to-point cars ever built. But with the lightweight Championship White version, Honda addressed every single one of the NSX's perceived weaknesses and, in particular its soft, slightly vague steering.

With all three cars in front of us we can't help but think if we were in the market for an

NSX we'd have to go for pop-ups. The preface-lift front end is iconic and more complete than that of the NA2. We'd also opt for a version without power steering for that authentic, Senna-tuned precision. And in a similar vein to Clive's mildly modified example, we'd firm up the chassis a little with some carefully selected aftermarket additions.

Reflecting on the characteristics that would make our perfect NSX, then, we glance over to the Type R and see that Honda has already built it. We're really grateful that import specialists like Torque GT are sourcing these remarkable icons and sharing them with the UK scene. The Type R will continue to appear at numerous events this year so keep an eye on Torque GT's social media pages to find out when you'll be able to get up close and personal with one of Honda's finest performance cars **





This ultra-rare NSX Type R was imported by Torque GT. Over the years there have been countless 'import specialists' pop up all over the country but few have the quality of service and fine reputation of Torque GT. Formed in 2001, the firm has focused its endeavours on bringing the finest condition vehicles to Europe.

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THE BOMBER

This Bug Eye Impreza was modified with one aim in mind: to have as much fun in a road car as possible. Now sporting a ballistic engine and sublime chassis, we'd recommend thinking long and hard before going into battle with this beast on a twisty B-road...

Words and photos: Stephen Hall





e'd like to start a story about a Subaru, by talking about Honda; bear with me if you will. You see, there's a lot to be said for cars designed and built by a company with a proud engineering philosophy, the vision of its enigmatic founder. And if many would first think of the great sports car companies like Porsche, Ferrari and Lotus, perhaps the most successful of all is the company founded by a certain Soichiro Honda in 1948. Whilst Honda stands alone as the only Japanese automotive company built from the ground up by a man of prodigious talent and vision, we can't help but think what would happen if you distilled all of that engineering skill, mixed it with a clear vision, finished it off with a tireless ability to get the job done and focused it all into one car.

Let us introduce you to 'The Bomber'; the





As a road or track car, it's difficult to imagine how this Impreza could be improved



menacing Bug Eye you see on these pages, which probably exemplifies this vision better than most. It helps when the owner of said car is an engineer and can build or modify every component to suit a specific vision. And what a vision! Fraizer (Frayz) Cohen has set out to create the ultimate road-going Impreza – a car that has total dedication to driver satisfaction and ultimate performance, whilst retaining road usability. Without the constraints of a corporation, this was always destined to be an ultimate Impreza, going far beyond anything Subaru could ever commission, Spec C or Type RA-R included.

Motoring journalists are lucky so-andsos... we'll just get that out of the way now. We get to drive some pretty cool cars in this line of work, but often they are prised from a manufacturer's press fleet for a week at a time with full tanks of fuel and gold plated insurance. So the chance to have a drive in something as extreme as this remains something extremely special and privileged; and crikey is it worth it.

We're doing this story back to front, because usually we'd tell you all about the awesome mechanical work that has gone into the creation before referencing anything related to how it goes down the road. But the memory of driving this car is so searingly bright, we have to go there first; it's majestic.

Anything beyond 500bhp is categorically 'a lot' in a car that is relatively compact; when you ramp that up to a 525bhp road map and combine it with substantial weight savings you're into territory usually populated by Italian supercar manufacturers. Except none of them would see where you'd gone over a typical British B road. 'Fast' seems inadequate as a way to articulate what this car is capable of, because the sheer assault on the senses is difficult to transcribe into words. All seems perfectly normal when you first climb in; tuned, no doubt – the deep,

throbbing 'dugga-dugga-dugga' of the engine at idle tells you that – but as soon as you ease out the clutch there is a tautness to the chassis alien to anything that an accountant would have looked at.

'Responsive' is a massively overused word in the world of motoring journalism; essentially we're trying to portray the impression that a car responds well to your inputs, but theoretically even a basic 1.0-litre hatchback is 'responsive' in the simplest terms. And yet we fail to find a word which more adequately articulates the driving experience of this amazing Subaru. You move the wheel, it responds, you squeeze the throttle, wow, it responds. We're driving on a road map with 'just' 525bhp but in reality there is so much power everywhere in the rev range that ultimate output is irrelevant.

Sure, there is the tiniest bit of lag really low down (as in, below 2000rpm), but once the turbo is blowing you can ride a magnificent





wave of power all the way to 8000rpm with a sensational soundtrack backing your every input. We're talking a classic Subaru offbeat rumble at low revs that melds into a smooth, melodic scream in the upper reaches. The most impressive thing about the motor is the sheer usability and breadth of its delivery, combined with the exciting and enticing rev range which just keeps giving more the harder you drive.

Whatever the engine has got (and with 573bhp in the ultimate map, it has a lot), the chassis has it covered. Impressive as the motor is, in many ways it's the chassis' ability to deal with the power that impresses more. Frayz set out to create something akin to a Porsche GT3 or Megane R26R in philosophy, and having spent some time at the wheel of both protagonists, job applications to Dieppe and Weissach should be in the post. As a road or track car, it's difficult to imagine how this Impreza could be improved.

You'll have noticed from the pictures that the rear doors are somewhat redundant nowadays; likewise the rear seats. The diet definitely helps, and with carbon where passenger seat space used to exist alongside the myriad of small changes, we're looking at a sub-1400kg Scooby. It's not just the weight saving though, the quality of every modification is of the highest standard up to and including custom housings for the gauges which are angled to face the driver. Such is the joy of designing from scratch without an accountant on your shoulder. We shudder to think of the expense...

Naturally the lightweight, hardcore ethic translates to road performance too. Our brief drive may have amounted to less than 20 miles, but we chose our route well and thus learned a lot about The Bomber.

First point of note: the damping is absolutely exceptional. Despite some horrendously pockmarked sections of Tarmac and some deviously tricky camber changes mid-corner, the über-Impreza stays flat and controlled at all times. This is very much a deliberate choice by Frayz, preferring a fast road setup with some compliance to make it fast at the Nürburgring as well as allowing some degree of weight transfer on the road. From behind the wheel, it just feels sensationally, er, 'responsive' with every turn of the wheel returning a commensurate rate



of turn in whilst the chassis just soaks up everything it's being bombarded with.

If the chassis delivers a Tarmac rally-spec experience, the drivetrain matches it in spades. We've already referenced the relentless, immediate nature of the power delivery, but that's backed by the speed of the gearshift which delivers the full racing car effect. That's the combined effect of the Exedy twin-plate clutch and forged billet flywheel.

And if velocity is easy to gather, thanks to the magnificent powertrain, then the braking system is its equal. AP Racing six-pot CP7040 calipers grab Pagid pads up front and Performance Friction rears with braided hoses all-round; the result is a pedal which feels incredibly solid underfoot whilst delivering tireless braking performance. That pretty much sums up every element of The Bomber's performance; much like the GT3 that inspired the build, The Bomber delivers incredible levels of performance whilst feeling completely within itself – there's something special about a car that feels like it'll keep on delivering.

That's probably the result of a that singular vision, backed by the knowledge and skill to build it. It's taken eight years to reach the



Performance:

573bhp 520lb ft of torque @ 2.1bar

Engine: 2.5-litre EJ257 flat-four boxer engine, ACL Race Series main bearings, ACL Race Series big end bearings, Lateral Performance Crower 'long' H-section forged con rods, Lateral Performance Wiseco custom pistons, Roger Clark Motorsport modified oil pump, Cosworth sump baffle plate, XWORKSS baffled sump, JDM Spec C long runner intake manifold, 10mm Phenolic spacers, Walboro lift pump, custom swirl pot, Bosch 414 Motorsport fuel pump in custom FE QR cradle, Fuelab billet fuel filter, custom FE fuel rails, Injector Dynamics 1000cc fuel injectors, Fuelab fuel pressure regulator, JDM 'big port' Spec C heads modified by FE with custom combustion chambers and port work, Supertech stainless nitride intake valves, Supertech Inconel exhaust valves, JDM Spec C cams, NGK Racing 8 spark plugs, PE Kevlar timing belt, CDF Racing billet timing guide, GT-Spec Gen-2 Zircotec ceramic coated tubular manifold, custom T-Logic twisted Inconel up-pipe, Garrett GT3582R turbocharger with TiAL .82 V-band housing Design Engineering titanium turbo blanket, Design Engineering titanium wrapped downpipe, custom XWORKSS twisted downpipe, TiAL 44mm external wastegate, Simpson Race Exhausts bespoke 3" lightweight race exhaust system, GrimmSpeed electronic boost control solenoid, 3bar map sensor, 160mm K&N filter mounted on custom 6x4" carbon fibre intake trumpet, custom FE/XWORKSS breather system RTS catch tank, Air Power Systems D/R 725 front-mounted intercooler with custom FE pipework, Hardrace engine mounts, Setrab 19-row oil cooler with custom FE housing, IxizConcept bonnet dampers, Odyssey PC680 race battery, hand-built custom engine wiring harness, Syvecs S6 ECU with launch control and anti-lag

Transmission: Exedy Hyper Series COMPE-R twin-plate carbon fibre clutch, Exedy Hyper Series COMPE-R forged billet flywheel, Hardrace gearbox mounts

Chassis: 8x18" Speedline Turini wheels with 235/40/18 Michelin Pilot Super Sport tyres all-round, RAYS extended black lugnuts, genuine Prodrive valve caps, AP Racing six-pot CP7040 calipers with 356mm AP Racing grooved discs and Pagid RS29 pads (front), colour-coded black and yellow STI-spec rear Brembo calipers with

Performance Friction Z-compound pads (rear), Goodridge stainless steel braided hoses and Motul RBF600 brake fluid all-round, KW Variant 3 external reservoir coilover dampers, Whiteline adjustable front and rear sway bars, Whiteline HD mount kit, Whiteline camber bolts, Whiteline rear differential locking kit, Whiteline roll centre adjustment kit, SD Motorsport solid rear diff mount, CDF Racing billet front and rear ARB drop links, CDF Racing billet pitch stop, CDF Racing billet anti-lift kit, SuperPro lower arm, outrigger and gearbox cradle polybushes, AS Performance Delrin gear linkage bush kit, Noltec billet clubsport pillow ball adjustable top mounts, custom STI front strut brace, custom track bias geometry setup, STI Spec C steering rack on Whiteline bushes

Exterior: Prodrive WRC S7 carbon fibre wing mirrors and bonnet vent, smoked side repeaters, custom gurney flap on upper wing blade, custom foglight covers with flush-mounted cold air feeds (for oil cooler and air box), RA-type Spec C roof vent, WRC plain black Kaylan mud flaps, polished/painted Prodrive rear differential guard, PIAA silicone wipers, aerocatches, 6000K HID lighting

Interior: Prodrive/Sparco Pro WRC carbon fibre driver's seat, Prodrive/Sparco Pro WRC GRP passenger's seat, TRS Magnum Ultralite WRC four-point harnesses, flocked dash with custom gauge pods, flocked A-pillars, flocked steering wheel column cowlings, flocked centre console, satin black dash trims, Speedware stainless harness bar, WRC/Group N carbon fibre rear firewall, rear seat bench replacement and threepiece parcel shelf, STI carbon fibre door sills, STI mats, DSG white Delrin gear knob, full Works Bell QR steering setup with MOMO Mod 07 steering wheel, Lifeline four-litre plumbed-in fire suppression system, Lifeline 2.25-litre hand-held fire extinguisher, Defi BF 60mm gauges, RB Motorsport ACT gauge, Innovate Motorsports Wideband Lamba sensor with USB hub output, Phormula KS3 knock analyser

Contacts/thanks: Alyn from AS Performance (www.asperformance.com) for supplying most of the parts, Simon 'Jolly Green Monster' Roe (RIP) for doing the mapping, Charlie from Surrey Rolling Road (www.surreyrollingroad.co.uk), Steve Stripe from XWORKSS for fabrication, Ian Parsons from Plastic Fabrications, Matt from Simpson Race Exhausts (www.simpsonraceexhausts.com) and Frayz Engineering (www.frayz-engineering.com)



level it's at now, and naturally there are further developments on the horizon (WRC cage, Kevlar wings) but this is undoubtedly the best Scooby we've featured for years. Nothing on this car has been done without being thoroughly thought out. Originally, Frayz was looking for 'only' 450bhp so a 2.5-litre block and GT30 turbo were deemed more than adequate; the larger capacity and smaller Turbo should provide a wider spread of torque along with faster spool; perfect for fast road use. Engineer to the core though, Frayz couldn't help but improve the car, so the block is anything but standard...

"I had seen some development in block pinning to help strengthen the OE EJ257's semi-closed deck liners, so I pinned the block. This involves machining down the sides of the water jacket and pressing in alloy pins to help support the tops of the cylinder liners under increased cylinder pressures," he tells us. And naturally, with a block now capable of handling more the spec was adjusted to suit; hence a GT35R Turbo to deliver 550bhp+.

No Impreza left the factory ready for

550bhp+, so it takes work to make it happen, and as with everything else in this car, the devil is in the detail. Cylinder heads may seem a rudimentary fitment, but not for The Bomber.

To understand the depth of engineering that's gone into this car, look no further than Frayz's own analysis of the heads: "I sourced a set of JDM Spec C heads which have larger intake ports, but designed for a 2.0-litre 93mm block (a 2.5-litre block is 99.5mm). Many put these on to make a hybrid engine but they never really run properly and can struggle for power. I wanted to run the car on pump fuel and reasonably low compression ratio, so decided what size combustion chambers I would need to achieve my CR and how I wanted the chambers to look. I measured the OEM combustion chamber volumes and gave the heads to a friend who made a CNC programme to cut the all-new combustion chamber into the 2.0-litre head.

"This had a different profile to standard and also allowed the 2.0-litre head to match perfectly with the 2.5-litre 99.5mm bore. We also machined the spark plug areas to meet with the plugs to eliminate the common head cracking problems due to localised heat by the valve seats. The valves were uprated to one piece Inconel items for added safety." It's probably fair to say that Frayz has been thorough in his development of the über Scooby. The exhaust is custom, an Inconel downpipe (lightweight and heat resistant) marries to a bespoke system allowing maximum flow with minimal noise. But it still sounds awesome.

It looks awesome too. The majority of the work may have gone into the oily bits, but cosmetics weren't ignored. Frayz cut the roof to fit a genuine Spec C roof vent, whilst genuine WRC bonnet vent and carbon mirrors look cool and reduce weight. The interior is similarly hardcore with a flocked dash and custom gauges which face the driver. Sitting in the Sparco WRC carbon seat, The Bomber feels tough as hell and ready for action. There may be more powerful Subarus out there, but with the incredible attention to detail and focus on creating the ultimate fast road car, this is surely the ultimate Impreza **

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OUR CARS



BANZAI/PETTIT RACING SE3P MAZDA RX-8

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Pettit Racing has supplied us with our latest project car – its ex-development Mazda RX-8.

s you may have noticed, for the past few months we've done a lot of hard driving in the RX-8. Although a barrel of laughs, this has meant that the modification process has suffered, taking something of a back seat. With our much-anticipated vinyl wrap one step closer to becoming a reality, we decided it was now time to get some bits and pieces sorted out that we've been meaning to do for a while.

As the vinyl wrap requires a near-perfect body to wrap around, the bodywork was high on our list of priorities. The battlescared car carries small dings and dents on several panels, including a big scrape on the front left wing which was in desperate need of repair. We therefore took it up to LC Rotary (which carries perhaps one of the largest supply of spare RX-8 parts in the country), for it to give it the once-over.

But this isn't the only aspect of the Mazda we've asked the guys at LC Rotary to cast their professional eye over for us. While there, the car will also benefit from a chassis refresh in the form of an Eibach rear anti-roll bar and a full set of SuperPro bushes (apart from the differential which already benefits from Pettit Racing items). This should further add to the car's already fantastic handling capabilities, and we can't wait to tell you about the results once we've got the car back and given it a thorough breakdown.

The guys will also finally fit our rather tasty performance radiator (is there anything they can't do?!), custom-made for our car by fabrication wizard Pro Alloy back in the December '14 issue, which should keep things nice and cool under the bonnet for any forthcoming track work we carry out – a much needed addition to most

rotary-powered cars. Following the tweaking of the car's HKS onboard computer and camera system, along with checking the power steering (following a slight issue which has cropped up since our last track session), along with the obligatory tidy-up, and we should have one completely transformed rotary-powered sports car on our hands. Luckily, the car is in good hands so we are confident the results will be seriously impressive.

Talking of the vinyl wrap – this is set to happen over the next couple of months so it's finally time for you guys to get involved and have your say in the final design. You may remember our design competition winner, Jon Feasby, whipped up the winning concept for what he would like to see shod on the RX-8. Our in-house design team has subsequently been busy making two slightly different variations of this theme, and you can vote for which one you prefer now by heading over to www.banzaimagazine.com/competition!

One of these designs will soon be seen on the car, and we'll bring you more news on which it will be next month... **

BANZAI













OUR CARS



JAMES RUDECKI/ SPOON SPORTS EU ZF1 HONDA CR-Z

Comments? Contact me at info@spoonsportseurope.net

James is creating a CR-Z hybrid race car to compete in the CARTEK Roadsports Endurance Series with the help of Spoon Sports EU.

fter the heartbreak you may have read about in last month's entry (where a fuel supply issue meant the CR-Z couldn't take part in its first test session), we pursued with trying to isolate the electrical fault and eventually pinpointed it to a missing switch that'd been removed from the car when the wiring loom was removed for spraying the cage. With the switch put back in place, the engine ran like a dream!

With our first race less than a week away we booked a track day to gain some valuable data to help with our race setup. However, before we could even think of racing, we had to ensure the car was MSA-compliant and so we had to install of all of the mandatory safety devices. We started by adding extra mounting points for the harness as we opted for a six-point Magnum Ultralite courtesy of TRS. We continued with a long list of other devices which included: bonnet pins, TRS tow straps, rear LED rain light and CARTEK battery isolator. We thought this wouldn't be too much work to complete over a week, but we soon changed our minds...

As you all know the CR-Z is a hybrid which makes the simple installation of a battery isolator more difficult. This, along with the fact that we only had wiring diagrams from a USDM version (which is subtly different), made it even more trying. Since the engine works like a generator, you could disconnect the 12v battery and remove it from the car and the engine would continue to run happily! After much testing and tracing, we finally worked out how the system works and that there's only one real way of installing it to work as required by the



MSA. Thanks to lain for helping us with this, your assistance was most appreciated!

With the isolator wired up and working it was time to continue on with the fire extinguisher system before remounting the doors, front bumper, scuttle panel and undertrays and checking the car over ready for test day. Unfortunately I was delayed at work the day before the race, so I didn't get to start the outstanding jobs until late into the evening. Luckily another CR-Z UK forum friend, Dan Sopher, was available to help in getting the car back to one piece.

All was looking promising until around

1am when we encountered another electrical fault with the replaced loom. It was like déjà vu! I sent a message across to Anthony at Burn! Motorsport/Spoon Sports EU filling him in on the situation with despair, but he calmly urged me to get some rest and told me that they'd be over in the morning and would somehow get the car ready for the test day... it might just be a little later starting than initially intended.

So I arrived for signing on at Donington Park bright and early and waited for my team-mates to join me at the track. I was still in a daze and couldn't quite believe it was



Rear LED light unit installed in numberplate recess for maximum visibility and safety during heavy rain



happening. A big effort from the Burn! mechanics, Dan and Anthony, saw the car together for testing on the Friday, although the remaining work was considerably more than they were expecting. Seriously, thanks guys for all your help!

Although it had been a frustrating couple of weeks, the Spoon Sports-inspired CR-Z finally hit the track at Donington. After signing up to the 750 Motor Club CARTEK Roadsports Endurance Series, we looked forward to testing on the Friday and racing on the Saturday. The short Friday practice was promising with the car showing great

reliability and handling. The remainder of the test day was used to calculate fuel burn rates, bed-in the new brakes and scrub the tyres in ready for the race. The car worked perfectly which was amazing given that it was her first outing! I have to give a big shout out to Bobby for all his sleepless nights and hard work on the car!

Some additional work on Friday night and Saturday morning was required to get the car through scrutineering but again we pushed on through and got the car ready. A wet qualifying threw up some further complications due to a lack of ventilation but

a bit of quick thinking and clever ducting saw the car back on the track with time to compete in the qualifying rounds.

Unfortunately, despite being race-ready we didn't get a chance to participate in the actual race due to a prior online error and subsequent oversubscription of the race. We were put in on the reserve list but this meant that a red flag and a few drop-outs would have been required to enable us to race. To our disappointment this did not transpire and the safety car was very busy due to a scrappy start and then for much of the race which was held under the yellow flag **



OUR CARS





PAUL COWLAND SUBARU BRZ

Comments? Contact me at banzai@unity-media.com

Temptation finally got the better of Paul in the form of this ex-Pro-R development BRZ.

know what you're thinking: 'Where is this month's hot new product fitment? What great new upgrade are you fitting this month?' Let me begin by being honest here – there isn't one. What I have done instead, however, is to finally and thoroughly test a few of the upgrades that I have fitted previously on a track I know well – and better still, on a dry and sunny day!

Regular readers may remember that a couple of issues back I joined the lovely people at Destination Nürburgring in order to shake down and evaluate all of my mods. I had an amazing time, and I learned a lot about the car at that fabled circuit, but, thanks to it being April and the weather gods choosing to sprinkle snow every five minutes, I spent much of my two days there simply trying to stay on the Tarmac and away from the Armco. And, while this did

wonders for my wet weather driving skills, it didn't really allow me to lean heavily on the tyres, suspension or brakes. Seeing as I was tip-toeing round in super-slithery conditions, I hadn't really given them 'ten-tenths' yet.

I vowed to give the long-suffering BRZ a good kicking when I returned to the UK. Waiting until July, and keeping a watchful eve on the weather forecasts, I worked out that a Circuit Days event at Cadwell Park should fit the bill perfectly. Not only did weather.com predict that we would be bathed in sunshine for the duration, but this is possibly my favourite technical track in the UK - and Circuit Days is definitely one of the nicest companies to do it with. Run by Chris Hoey and Darren Langveld (of Destination Nürburgring fame) these events have the same open pit lane, no-nonsense, high track-time that every real petrolhead craves. Seeing as they are mates, the guys kindly let me book at the last minute too, so I knew that my sunshine track day was a near certainty!

After a comfy early-morning dash across the Midlands to the circuit, I was indeed greeted by a welcoming Darren, an even more welcome cup of tea, and best of all – unbridled sunshine and perfect track conditions! Now, finally, I could wind the BRZ up to '11' and really see what it could do – and of course, what other

machinery it could contend with...

After Darren's usual wit-laden briefing I went out for a few sighting laps just to check the track and car were both tickety-boo. Even from the get-go, with a cool track surface, there was simply tons of grip available, so as the traffic started to thin out and come back in, I gently began to pick up the pace, getting heat in the Toyo tyres and Tarox brakes and pushing a little harder with each lap. Cadwell Park has often been described as the 'English Nürburgring' and as I lapped its familiar crests, cambers and curves I was reminded why.

Like the infamous Nordschleife it rewards the brave and accurate and punishes those that try too hard or get complacent with their car placement. Like its German counterpart, run-off can be measured in single inches in some places – meaning that even a brief moment of enthusiastic oversteer can mean a trip to the bodyshop. Being neat and tidy is the name of the game here, and with an extremely narrow track, it really does pay to keep things all gathered up.

Seeing a nice gap in the traffic I decided to really open up the taps on the BRZ. Unlike my permanently slippy experience in Germany, here I was able to really lean hard on the accelerator and liberate every one of those 200 horses. It may not sound like a lot, but momentum is everything at this track, as

OUR CARS



the capable little coupé was about to prove.

On the fast start and finish straight I put my foot flat to the floor, before a momentary lift into the fast, uphill left-hander at Coppice. The BRZ responded immediately with a sharp, precise turn-in. Then it was through the fast Charlies right-hander and slightly downhill on to the park straight. Reaching well into three-figure speeds and needing to brake heavily for Park corner, I would finally be able to test my Tarox brakes in anger. Exerting a G-force that positively slammed me against the seatbelt, I had no time to register their abilities before I was back on the power and throttling through

Chris Curve and then the tricky Gooseneck, which saw the BRZ cope admirably with the rapid change of direction and gently slide down the incredibly steep hill towards Mansfield. Here the brakes and tyres would face their most stringent test yet. Not only do you enter this corner at great speed from the preceding complex, but also the gradient adds significantly to the loading on the nose of the car. If your brakes are found wanting, this is always the point at Cadwell where you'll discover it! Thankfully, the Tarox pads bit hard yet progressively, quickly arresting the BRZ and allowing me to tuck the nose into the turn before a mad dash towards the

chicane – and then, the world famous Mountain, where the BRZ squirmed as it went light over the crest.

Lap after lap, the car got better and faster, overtaking almost everything on the circuit, including many cars that really should have left it for dust. The Tarox brakes were infallible – even during a hardcore 20 minute session. The Toyo tyres had the perfect amount of grip, but with just enough movement to let me slide and play. In short, it was perfect – and I had probably one of my finest days on circuit ever! Proof that I am on the right track in every possible sense **











MOTORSPORT



VTEC CHALLENGE – SNETTERTON, JUNE 27-28

The fifth and sixth rounds of the VTEC Challenge series saw the grid move on to Norfolk's Snetterton Circuit. With gear linkage issues holding back the much anticipated debut of Marc Kemp's ex-BTCC Civic, it was Rob Burkinshaw who took pole ahead of Mark Bennett and Chris Adams.

Bennett took an early lead, but was forced to concede to Burkinshaw as the pack approached turn one.

Burkinshaw continued out in front until Kemp came up through the grid.

Unfortunate contact between the pair as they fought for the lead saw the retirement of Burkinshaw with damage to the front splitter. Kemp continued to take the win, with Bennett in second and Marc's dad Martyn in third.

Production class was hard fought in both races with Stu King and Phil Wright pushing each other all weekend. With varying strengths and weaknesses at different points around the circuit, the end result was some very exciting racing with each driver

taking a well-deserved class win.

With tricky conditions for race two, getting away cleanly proved problematic and Bennett took another early lead, only to drop back as conditions worsened.

Having a storming drive from the back of the grid, Burkinshaw carved his way through the pack and finished the race in second place, chasing Marc all the way to the chequered flag. Adams took the final podium place.

Contact: www.vtecchallenge.co.uk



JRM DEVELOPS BRAND-NEW SCOOBY RALLY CAR

Daventry-based motorsport preparation company, JRM, has launched the world's newest Subaru WRX STI production rally car which is eligible to enter WRC 2 and ERC 2 events amongst others. The cutting-edge machine is set up to adhere to FIA's newfor-2015 NR4 technical regulations (replacing the former N4 and R4 classes)

BANZAI















and is based on Subaru's MY15 road car.

JRM is an official Base Team of Japan's Subaru Techinca International (STI), with this 2015 car built in conjunction with the company's engineers in Japan. With the road car proving to be a corker, showing promise that Subaru is back on form with its sports cars, we're pretty certain this car should do pretty spectacularly in the

promise that Subaru is back on form with its sports cars, we're pretty certain this car should do pretty spectacularly in the championships it appears in.

JRM is now carrying out extensive testing and development on the car to prepare it for its debut at the ERC later this year.

Contact: www.jrm-group.com



MOTORSPORT

MAZDA'S PROTOTYPE RACER SHOWS PROMISE

Racing variants of Mazdas have always had a strong presence in North America, which has just been illustrated again as the team's SKYACTIV-D diesel-powered prototype racer shows increasing promise in various race series. Recently competing in the TUDOR United SportsCar Series at Watkins Glen, New York, the futuristic oil burner tackled the treacherous conditions to get fifth in the Prototype class – a record for a car powered with this 2.2-litre engine! This result came despite a broken alternator belt early on setting the car back a number of laps, proving the potential of this particular setup.

Joel Miller, pilot of the car during the final two hours of the race, which was primarily run in heavy rain, commented: "Rain driving is always fun. Our SKYACTIV diesel just trucked through the slippery spots. I'd put it in third gear and it tracked right through!" The LMP2 car is rumoured to make an appearance at Le Mans soon, which we look forward to seeing! Contact: www.mazda.co.uk



2015 MOTORSPORT CALENDAR

21-23	Formula One Belgium
22	Classic Time Attack Croft
22	Time Attack Croft
22-23	VTEC Challenge Brands Hatch
22-23	Civic Cup Silverstone
22-23	BTCC Knockhill
28-30	ERC Czech Republic
29-30	Super GT Suzuka
30	WEC Nürburgring

	SEPT	EMBER
	4-6	Formula One Italy
	4-6	Blancpain GT Series Portugal
	5-6	D1 Maishima
	5-6	BTCC Rockingham
	6	BDC Silverstone
	11-13	WTCC Japan
	12-13	Civic Cup Snetterton 300
	18-20	Formula One Singapore
	19	Classic Time Attack Rockingham
	19	WEC America
	19	Time Attack Rockingham
	19-20	Blancpain GT Series Germany
	19-20	BDC Anglesey
	19-20	Super GT Sugo
ğ	20	Super Lap Scotland Knockhill
-	25-27	WTCC China
	25-27	Formula One Japan

25-27	ERC Cyprus
26	VTEC Challenge Mallory Park
26-27	BTCC Silverstone
27	Toyota Sprint Series Blyton Park

OCTOBER

2-4	Blancpain GT Series Italy
3-4	Civic Cup Donington
9-11	ERC Greece
9-11	Formula One Russia
10-11	BTCC Brands Hatch GP
11	Jap Drag Series Santa Pod
11	WEC Japan
17-18	VTEC Challenge Donington
23-25	Formula One USA
24-25	D1 Odaiba
24-25	Blancpain GT Series Azerbaijan
30-1 Nov	WTCC Thailand
30-1 Nov	Formula One Mexico
31-1 Nov	Super GT Autopolis

NOVEMBER

1	WEC China
5-7	ERC France
7	Toyota Sprint Series Cadwell Park
13-15	Formula One Brazil
21	WEC Bahrain
20-22	WTCC Qatar
27-29	Formula One Abu Dhabi



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JOSH HARBOUR

DC5 Integras are steadily creeping up in both price and coolness as we speak. Josh is clearly no stranger to this fact, deciding to treat his gorgeous Championship white example to only the finest modifications to help keep its desirability level right up there.

With such a lengthy spec list, we're only going to be able to scratch the surface of the comprehensive work Josh has carried out, but hopefully you'll get the idea

as to the quality of this build.

The first thing you'll probably notice is the set of delicious gold Enkei RPF-1 wheels - always a winner on Hondas, especially when shod in premium rubber like Josh's Yokohama Advan AD08Rs here. Dropped on some Eibach Pro-Street coilovers, it's clear that there's been no skimping out on this beast!

Elsewhere, the bodywork has been rid of clutter, with a smoothed front bumper complemented by a debadged rear end, Spoon carbon fibre wing mirrors, brand-new headlights and clear side repeaters. Inside, the scenefavourite Nardi suede steering wheel takes pride of place. A whole host of goodies under the bonnet ensures the JDM K20 engine both sings freely and looks beautiful, illustrating the attention Josh has paid to every square inch of this car. We can't wait to see it in the flesh!







DAN WAINWRIGHT Subaru impreza

We just love seeing examples of road-going Imprezas and Evos which have stuck to their rally roots, with the incorporation of a lovely set of off road-style wheels and chunky tyres. And that's exactly the look that Dan here has nailed, leaving him with a truly unique Scooby as a result.

Starting with arguably one of the best base cars he could for this style - a Blobeye STI - Dan has opted for some 17" Method Racing 'Roost' wheels more commonly seen on crazy SUV builds. He reckons this is the first set of these Californian-built hoops in the country, but after the killer look his car now has, it's certainly not going to be the last!

Elsewhere, the STI has been enhanced with H&R 35mm lowering springs, a Scoobyworld STI-style front lip, along with HT Autos side skirt and rear bumper extensions. The World Rally blue body now looks sumptuously clean with these subtle perfectly at the moment. We can't wait to see where he goes next!





GAVIN CLARK MAZDA 3 MPS

Gavin should be commended for his recent daily driver purchase – this stunning 2009 MPS in Velocity red. The pats on the back should continue, too, when you hear what he's done to his 3 since.

"Since I've had it, it's been spend, spend, spend on upgrades!" he laughs. Starting with the sensible approach of giving the hatch a full major service and replacement of the VVT system, the modifications followed in the form of adding dimpled and grooved brake discs, a K&N air filter, CorkSport gear knob, CorkSport intercooler and a cat-back Milltek exhaust system.

Needless to say, the boosted car now pulls hard in any gear! Gavin is now fully satisfied with the way the car behaves, with plans on the horizon including swapping the Mazda for a new Civic Type R in a few years, or possibly even a new Mazda 3 MPS if the rumours of a new model eventually materialise...







NEIL MCDADE TOYOTA SUPRA

Neil's gorgeous fourth-gen began life as a JDM RZ-S model, meaning it has the fabled 2JZ twin-turbo motor tucked away under the bonnet. Excellent news!

Since importing it over, he's added a smattering of engine performance parts to reach the 'Basic Performance Upgrade' (BPU) level of tune, giving him around 400bhp to play with. This comes thanks to a Blitz NUR Spec R cat-back exhaust system, a Blitz front-

mount intercooler, APEXi boost controller and HKS air intake system.

K-Sport eight-pot calipers with whopping 356mm discs up front mean that stopping power now easily matches the grunt on offer, finished off with some XYZ coilovers and XXR alloys. Neil has GI Motorsport in Kilmarnock to thank for the mechanical work, and owes his friend at KW Detailing a few beers for all the polishing that's been carried out to make this Supra look so special!





STREET LIFE

JITESH PATEL NISSAN SKYLINE GT-T

Jitesh's first car, a Nissan Micra, once sported the slogan: 'When I grow up, I want to be a Skyline' on the bottom of the numberplates. Well, after a few disappointing non-Japanese motors following the Micra, we're pleased to tell you that Jitesh's dreams have finally come true this year, as he is now the proud owner of this R34 GT-T!

Thanks to the arrival of his newborn son, modifications have

understandably taken a back seat for the super-clean Skyline at present, but Jitesh tells us that this is no bad thing, as he is absolutely loving the RB35DET NEO-powered four-door in its near-standard trim for now. One thing's for sure – Jitesh now has one of the coolest family cars in his neighbourhood to rally the troops around in – good work!







SHAUN PERRY TOYOTA COROLLA

The Corolla T-Sport is an often-overlooked little hot hatch. But with the same 1.8-litre 2ZZ-GE engine as cars like the Celica T-Sport and even the old Lotus Elise, combined with a pretty handy chassis, we're really not sure why...

It's no wonder Shaun treats his Sunburst red example so well, then. He admitted to us that he's cleaned it at least once every week since purchasing it two years ago – if that's not true love, we're not sure what is!

Modifications are subtle and include some Rota Grid rims, a Kenwood head unit, along with a raft of TRD visual enhancements. At shows, Shaun's car also sports a custom

Japanese-style numberplate, which when translated displays the make of the car, the power now on tap (190bhp), along with the name 'LO-LA' – the car's nickname kindly given to it by Shaun's girlfriend.



JOSH BALL HONDA CIVIC

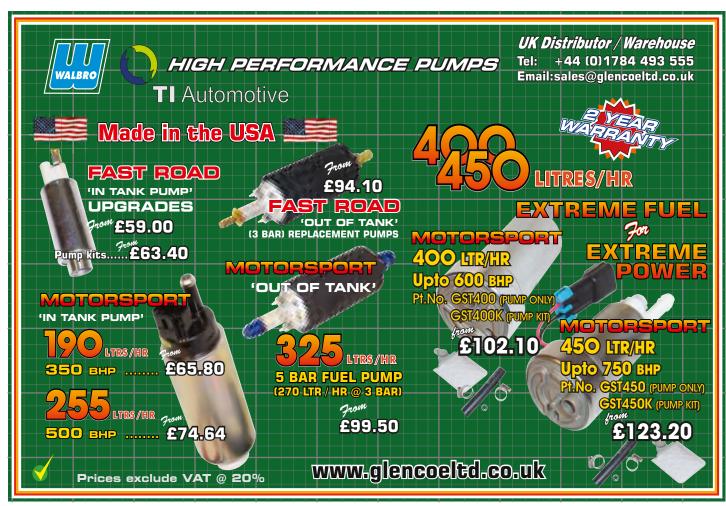
Family man Josh's Civic may only be of the frugal 1.4-litre i-Dsi variety, but thankfully this hasn't stopped him adding his personal stamp on the car!



From the outside, things are reserved, with a set of ST Suspension coilovers and Rota Grid Drift alloys doing all the talking. But that's not where the story ends. Far from it, in fact, because take a trip around to the back of Josh's car, open up the bootlid, and you're presented with a rather impressive sound system install taking pride of place. Comprising of three 10-inch Phoenix Gold TI Series subwoofers running from a set of equally as large Phoenix Gold amps, the ICE install continues into the cabin of the car with uprated door speakers and a heap of Stinger sound deadener material under the trim. A Bit TenD audio processor keeps all the sound signals in check, making for a fantastic aural experience!

Cars with impressive ICE installs are a nice breath of fresh air in this day and age, especially when they're undertaken as well as Josh's here.









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32mm clean cut in steel 40mm severance in steel

IndustriCut 120A

3 Phase

Pilot arc

IndustriCut 80A

Pilot arc 6m torch

3 Phase

IndustriCut 100A 3 Phase Pilot arc 6m torch

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CLUB SCENE

MPS OWNERS' CLUB SUMMER MEET LAKESIDE, ESSEX

Photos: Ross Cook, Josh Matharu and David Collins

The popular MPSOC held another successful meet for anyone with a hot Mazda recently at its favourite location atop the open-air Lakeside car park in Essex. Ross Cook explains what went down on the day...

Back in June we held another MPS Owners' Club meet at Lakeside shopping centre. This turned out to be our biggest meet yet with 21 MPSs attending, along with several owners attending in other cars whilst their Mazdas are off the road being enhanced! As there are less than 2000 MPSs (6s and 3s combined) left on British roads, we were happy with this turnout. Our favourite and probably the best MPS mechanic in the country from Young's Motors even came down from Ambleside to see us as well as our tuner Justin who has 'J-Tuned' most of the attendee's cars! We were lucky enough to have some of the country's biggest-powered MPS builds attend, too. These included Justin's Mazda 6 MPS with 385bhp and 450lb ft of torque on normal fuel thanks to a fully forged and blueprinted engine with GTX3076 turbo and plenty of other goodies.

Also impressing the crowds was Kevin's 6 that is fully forged and runs a GTX3071r turbo with meth injection. Twinned with a front-mount intercooler and all supporting mods, Kevin's car now puts out an impressive 477bhp. You may have even spotted this car on the final episode of *Top Gear*, where many of the MPSOC could be spotted when the boys headed to Japfest!

But it wasn't just Mazda 6s taking all the limelight. Richard's Mazda 3 MPS is running a ball bearing Mitsubishi TD06 25g top-mounted turbo, Treadstone 8L front-mounted intercooler and AEM water methanol system along with all supporting mods. Power is around 370bhp at moment but he is hoping for 400-450bhp on a stock block, with 600bhp more than possible when forged. Sean's 3 is running a BNR S3 turbo on a stock block, HDI front mounted intercooler, ported and polished intake manifold and a long list of performance, handling and styling mods to go with it. He is currently rocking about 300bhp but once tuning is finished it'll be around 370bhp.

All-in-all, there were more tuned MPSs than stock ones at the meet, which began at 2pm at the car park before taking over a hefty portion of a nearby restaurant where the fun continued until 2am the next day! MPSOC (MPS Owners' Club) has been running under this name for five years. You may not see many MPSs on the roads but we regularly have stands at major car events such as Japfest and are widely regarded as one of the friendliest forums/clubs on the internet. I have only been a member for around 18 months myself but since then the club has had four collections where members chip in to help or thank a fellow member, some of which hit over £1000! It certainly is like no other club I have been a part of and so not only do I enjoy owning and driving the MPS, the community is great too.































EVENTS DAIRY 2015

23 AUGUST MIMMS TRACK DAY Rockingham Motor Speedway

12 SEPTEMBER
FORGE MOTORSPORT ACTION
DAY
Castle Combe, Wiltshire
www.facebook.com/

10-13 SEPTEMBER JAE (JAPANESE AUTO EXTRAVAGANZ

(JAPANESE AUTO EXTRAVAGANZA) Newark Showground, Nottinghamshire www.japcarclub.org

11-13 SEPTEMBER GOODWOOD REVIVAL Goodwood, West Sussex

13-19 SEPTEMBER RICO RALLY (PETROLHEAD'S PLAYGROUND) Across Europe

30 SEPTEMBER-1 OCTOBER DESTINATION NÜRBURGRING Nürburgring www.destination-

3 OCTOBER OUTLAW JAP CLUB MEET Ace Café London

11 OCTOBER

11 OCTOBER JAPSHOW FINALE Santa Pod Northants www.japshowfinale.co

3-6 NOVEMBER SEMA Las Vegas Convention Centre USA www.semashow.com

INAUGURAL FORGE BRUNCH CLUB MEET A GREAT SUCCESS

As well as being known as a centre of engineering excellence, the Gloucester HQ of Forge Motorsport can now add the nomenclature of 'cool meet venue' to its corporate CV – as the impressive turnout for the company's inaugural Forge Brunch Club Meet proved.

The remit was nothing more complicated than inviting a few good people and their rides down for that tried-and-tested formula of admiring each other's motors while snacking on something good to eat. Burgers, cars, and great people. It doesn't get any better than that, does it really?

Kicking off show proceedings, Forge had its own array of metal on parade for the impressive crowd present. Zac Miles' own immaculate cover-car Mk1 Golf took centre stage, with some of the company's ongoing projects and development vehicles lurking away in the corners of the sizeable workshop.

Marques-wise, there was a veritable smorgasbord to choose from with something for every taste. A healthy line-up of tweaked and tuned BMWs lined up alongside both air- and water-cooled VWs, while pristinely prepped track cars including a Peugeot 205, Jason

Gwynne's mental Mini equipped with a Vauxhall C20LET and Mark Huxley's drift weapon Celica RA28 sat happily alongside sorted Japanese metal such as Nissan Silvias and Civic Type Rs.

The retro crowd were also well catered for too, with Bruce Holder's body-dropped Series 1 Land Rover, a mint RS Sierra Cosworth, a juiced Datsun Sunny and Rory Hamilton's stunning BBS-equipped Mercedes W115 240D. In short, something for everyone!

Commenting on the event, Forge MD Peter Miles said, "We're so pleased that this event turned out so well, with such a great bunch of people and an eclectic mix of cars. Just how we like it! We're definitely going to make the Forge Brunch Club Meet an annual event, but we're also seriously considering running something a little more low-key every couple of months or so. We are all petrolheads here, so there's nothing better than a car show that comes to your own front door, is there?"

If you missed out on this event, fear not, as the Forge Motorsport Action Day is held at Wiltshire's Castle Combe circuit on 12 September. CONTACT: www.forgemotorsport.co.uk





FUELED SOCIETY, THE TETLEY, YORKSHIRE

Photos: Chris Presley

The Tetley, an attractive industrial building which is the former home of the famous tea brewer of the same name near Leeds, has recently become a 'centre for contemporary art and learning' (not to mention a fantastic gastropub and bar!). This means it's the ideal location for one of the classiest car shows in the UK - Fueled Society - an event which is now in its fourth year and keeps things different by promising to show off modified cars as works of art in a notably swanky setting.

As you can imagine, then, the standard of cars attending was impressively high, with some of the UK's freshest and most distinctive builds looking even more spectacular under the unusually stylish backdrop.

The Fueled Society weekend started on the Saturday, where guests were invited to The Tetley for food, drinks, films and a proper chillout with very little cars involved, before partying the night away in the bar. Sunday was the day where the cars flooded onto the site, with a large Japanese presence felt from the outset.

Whilst trawling through the vast expanse of sumptuous cars, we came across a few gems, such as Chris Thomas' heavily-aero'd MX-5 and Shaun Farmer's boosted Lexus-powered Cressida (as seen in the March 2015 issue). But stealing the show was Hoho Chan's CL7 Honda Accord, which clinched the 'Best in Show' award. Hoho's car looks almost unrecognisable from when it was featured in Banzai back in November 2014, with a burgundy respray and a breathtaking set of staggered BBS RS split-rims now featuring. We can see why this bagged beauty caught the judges' eyes!

Organiser Jim Novak gave us all we needed to know about Fueled Society in a nutshell: "The event has been running since 2012 from Nostell Priory, West Yorkshire, initially as a camping weekend.

"This is the first year we have been at The Tetley which was a totally different direction for us but was also a very successful one. Our aim is to bring everything awesome from every car genre to one venue. No competition, just a chance to grab a beer and admire what is cool about something you potentially aren't into. We have an award system but this event isn't about standing by your cars all day.

"We're in the process of organising another camping event to run alongside The Tetley one as we know our audience loves the atmosphere on the Saturday night only we create!"

CONTACT: www.fueledsociety.com











Recognise Hoho's Accord? We don't blame you if you don't, as over the winter it has undergone this fantastic transformation



SHOW PREVIEW: JAPANESE AUTO EXTRAVAGANZA 10-13 SEPTEMBER, NEWARK SHOWGROUND, NOTTINGHAMSHIRE

Rewind back to the June issue of Banzai and you may remember reading the news that over 80 club reps had met up with the organisers of super-show Japanese Auto Extravaganza (JAE) to go through the finer details of what promises to be the biggest event yet. With the weekend now less than a month away, we thought we'd give you a reminder of what's new for 2015.

Moving just over an hour north to the picturesque surroundings of Newark Showground marks the end of an era as JAE leaves the old venue of Wicksteed Park behind. Fear not, however, as this move means more space and therefore much more Japanese car-based action planned across the whole weekend!

Organisers were keen to highlight some of the many new features for 2015, including the introduction of the Learn 2 Drift scheme: offering one hour's driving of a drift car with an instructor, along with the wild Crashman Stunts guys performing displays and the Kamikaze Kitchen offering genuine JDM food for those feeling peckish.

Those who know JAE will already be familiar with the fantastic festival-style atmosphere which differentiates this show from the rest. A chance for clubs and owners to let their hair down for a weekend of pure fun, this is one show you certainly don't want to miss. There's still limited club plot space left, along with general admission tickets which cost as little as £30. Check out the website for updated information, and we'll hope to see as many of you there as we can! CONTACT: www.japcarclub.org





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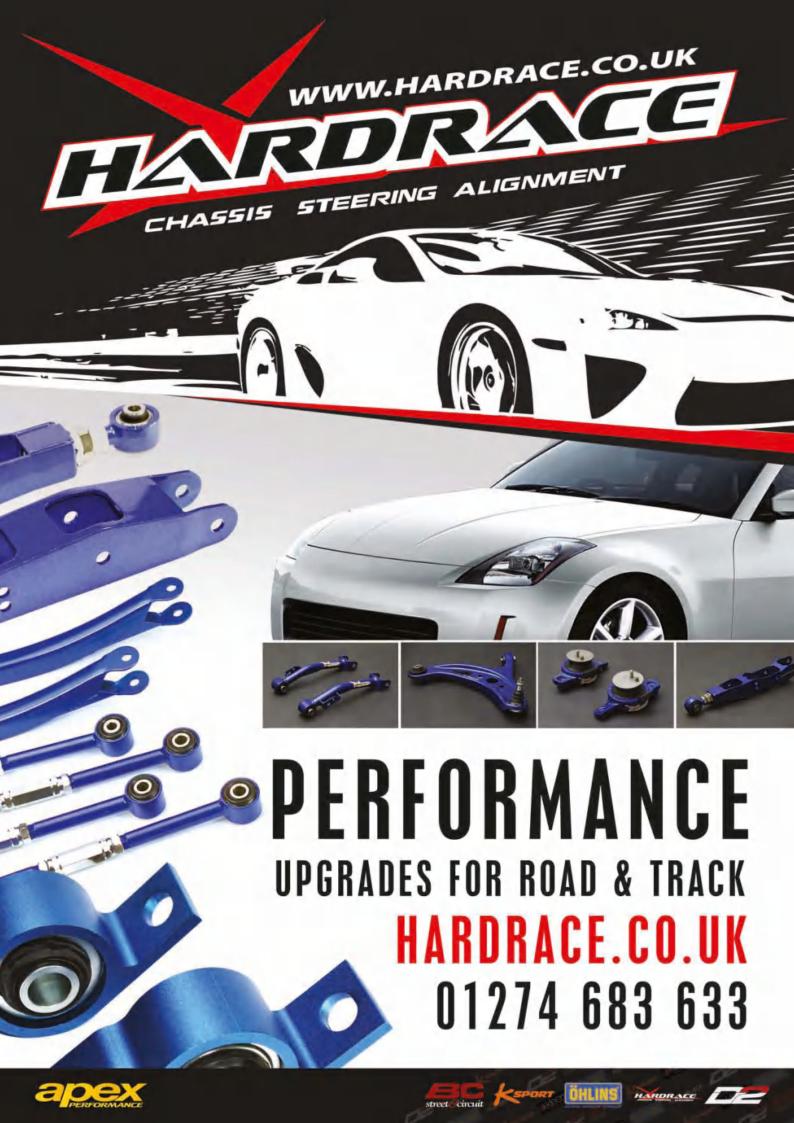
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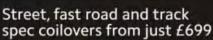


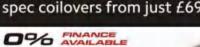
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